

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

09

Bedford County
City of Bedford

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- | | | |
|--|----------------------|--|
| North  | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |

Special Routes

- | | |
|---|---------------------------|
|  | Bus - Business Route |
|  | Bypass - Bypass Route |
|  | Truck - Truck Route |
|  | ALT - Alternate Route |
|  | Wye - Wye Route connector |
-
- | | |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
-
- | | |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
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Virginia Department of Transportation
Mobility Management Division

2003

Annual Average Daily Traffic Volume Estimates By Section of Route
Bedford Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | |
|------------------------|-------------------|-------|------|------------------------|-----|-------|--------|--------|--------|----|----|----------|------------|-------|-------|------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | |
| 24 | 0.08 | 20000 | G | 98% | 0% | 1% | 0% | 1% | 0% | | F | 0.096 | F | 0.717 | 20000 | G | 2003 | |
| 24 | 4.90 | 16000 | G | 96% | 0% | 2% | 0% | 1% | 0% | | F | 0.093 | F | 0.764 | 16000 | G | 2003 | |
| 24 | 2.04 | 8800 | G | 96% | 0% | 2% | 0% | 1% | 0% | | C | 0.091 | F | 0.76 | 8900 | G | 2003 | |
| 24 | 2.15 | 7600 | G | 96% | 0% | 2% | 0% | 1% | 0% | | F | 0.087 | F | 0.714 | 7800 | G | 2003 | |
| 24 | 4.57 | 3600 | G | 96% | 0% | 2% | 0% | 1% | 0% | | F | 0.087 | F | 0.637 | 3600 | G | 2003 | |
| 24 | 3.69 | 2000 | G | 96% | 0% | 2% | 0% | 1% | 0% | | F | 0.083 | F | 0.564 | 2100 | G | 2003 | |
| 24 | 5.51 | 1900 | G | 96% | 0% | 2% | 0% | 1% | 0% | | F | 0.085 | F | 0.535 | 1900 | G | 2003 | |
| 24 | 2.58 | 2200 | G | 90% | 1% | 5% | 1% | 4% | 0% | | C | 0.091 | F | 0.512 | 2200 | G | 2003 | |
| 24 | 7.59 | 2300 | G | 94% | 0% | 3% | 1% | 2% | 0% | | C | 0.088 | F | 0.731 | 2300 | G | 2003 | |
| 24 | | | | Campbell County Line | | | | | | | | | | | | | | |
| 43 | 5.13 | 430 | G | 93% | 1% | 3% | 2% | 2% | 0% | | F | NA | | | 450 | G | 2003 | |
| 43 | 2.49 | 2600 | G | 93% | 1% | 3% | 2% | 2% | 0% | | F | 0.092 | F | 0.592 | 2700 | G | 2003 | |
| 43 | 2.58 | 2200 | G | 90% | 1% | 5% | 1% | 4% | 0% | | C | 0.091 | F | 0.512 | 2200 | G | 2003 | |
| 43 | 8.32 | 1700 | G | 97% | 1% | 1% | 0% | 1% | 0% | | F | 0.082 | F | 0.627 | 1700 | G | 2003 | |
| 43 | | | | SCL Bedford | | | | | | | | | | | | | | |
| City of Bedford | | | | | | | | | | | | | | | | | | |
| 43 | South Street | 0.96 | 1800 | G | 97% | 1% | 1% | 0% | 1% | 0% | | C | 0.108 | F | 0.58 | 1900 | G | 2003 |
| 43 | | | | SR 43 P Talbott St | | | | | | | | | | | | | | |
| 43 | South Street | 0.14 | 1100 | G | 97% | 0% | 1% | 0% | 0% | 0% | | C | 0.111 | F | 0.669 | 1200 | G | 2003 |
| 43 | Combined Traffic: | 1800 | G | 97% | 1% | 1% | 0% | 0% | 0% | | F | NA | | | 1900 | G | | |
| 43 | South Street | 0.06 | 700 | G | 97% | 1% | 1% | 0% | 1% | 0% | | F | 0.13 | F | | 740 | G | 2003 |
| 43 | Combined Traffic: | 1700 | G | 97% | 1% | 1% | 0% | 1% | 0% | | F | NA | | | 1800 | G | | |
| 43 | Bus E Main St | 0.08 | 6600 | G | 96% | 1% | 2% | 0% | 1% | 0% | | F | 0.094 | F | 0.588 | 7000 | G | 2003 |
| 43 | N Bridge St | 0.16 | 6000 | G | 95% | 1% | 2% | 1% | 1% | 0% | | F | 0.090 | F | 0.63 | 6300 | G | 2003 |
| 43 | N Bridge St | 0.11 | 9100 | G | 95% | 1% | 2% | 1% | 1% | 0% | | C | 0.087 | F | 0.569 | 9700 | G | 2003 |
| 43 | | | | RT 221 | | | | | | | | | | | | | | |
| 43 | Peaks Street | 0.62 | 3400 | G | 96% | 1% | 2% | 1% | 1% | 0% | | F | 0.097 | F | 0.502 | 3600 | G | 2003 |
| 43 | Peaks Street | 0.94 | 3000 | G | 96% | 1% | 2% | 1% | 1% | 0% | | C | 0.096 | F | 0.558 | 3200 | G | 2003 |
| 43 | | | | Laurel St | | | | | | | | | | | | | | |
| 43 | | | | NCL Bedford | | | | | | | | | | | | | | |
| 43 | | | | 09-643 Near Peaksville | | | | | | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | |
| 43 | | | | NCL Bedford | | | | | | | | | | | | | | |
| 43 | | | | 09-643 Near Peaksville | | | | | | | | | | | | | | |

Virginia Department of Transportation
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Annual Average Daily Traffic Volume Estimates By Section of Route
Bedford Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|---------------------------|--------|-------|----|----------------------------|-----|-------|--------|--------|--------|----|----------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| [43] | 5.03 | 830 | G | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.102 | F | 0.535 | 830 | G | 2003 |
| [43] | 0.11 | 400 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.561 | 400 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| [43] Talbot Street | 0.05 | 690 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.091 | F | 0.575 | 730 | G | 2003 |
| Combined Traffic: | | 1800 | G | 97% | 1% | 1% | 0% | 0% | 0% | F | NA | | | 1900 | G | |
| [43] Oney Street | 0.14 | 1000 | G | 97% | 1% | 1% | 1% | 1% | 0% | C | 0.111 | F | 0.589 | 1100 | G | 2003 |
| Combined Traffic: | | 1700 | G | 97% | 1% | 1% | 0% | 1% | 0% | F | NA | | | 1800 | G | |
| Bedford County | | | | | | | | | | | | | | | | |
| [48] Blue Ridge Parkway | 2.18 | 1200 | O | From Botetourt County Line | | | | NA | | | | NA | | | 2003 | |
| [48] Blue Ridge Parkway | 1.80 | 1200 | O | To SR 43 | | | | NA | | | | NA | | | 2003 | |
| [48] Blue Ridge Parkway | 10.61 | 1200 | O | From Botetourt County Line | | | | NA | | | | NA | | | 2003 | |
| [48] Blue Ridge Parkway | 0.19 | 1200 | O | To US 501 | | | | NA | | | | NA | | | 2003 | |
| [48] Blue Ridge Parkway | 3.77 | 6100 | G | 91% | 1% | 2% | 1% | 5% | 0% | F | 0.087 | F | 0.519 | 6100 | G | 2003 |
| [122] | 2.83 | 5600 | G | 91% | 1% | 2% | 1% | 5% | 0% | F | 0.082 | F | 0.533 | 5600 | G | 2003 |
| [122] | 2.09 | 4300 | G | 91% | 1% | 2% | 1% | 5% | 0% | F | 0.081 | F | 0.541 | 4300 | G | 2003 |
| [122] | 4.06 | 5100 | G | 91% | 1% | 2% | 1% | 5% | 0% | F | 0.083 | F | 0.583 | 5100 | G | 2003 |
| [122] | 3.19 | 7000 | G | 91% | 1% | 2% | 1% | 5% | 0% | C | 0.088 | F | 0.613 | 7100 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| [122] Burks Hill Rd | 0.54 | 9400 | G | 92% | 1% | 4% | 1% | 3% | 0% | C | 0.09 | F | 0.625 | 10000 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | |
| [122] [460] Bus E Main St | 0.50 | 18000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.078 | F | 0.535 | 19000 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| [122] [460] | 0.94 | 18000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.078 | F | 0.535 | 19000 | G | 2003 |
| [122] [460] Bus E Main St | 0.20 | 6300 | N | 96% | 1% | 2% | 0% | 1% | 0% | N | 0.092 | N | 0.597 | 6700 | N | 2003 |
| [122] Independence Blvd | 1.02 | 9500 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.089 | F | 0.575 | 10000 | G | 2003 |
| [122] Independence Blvd | 0.29 | 9500 | G | 92% | 1% | 3% | 1% | 3% | 0% | C | 0.094 | F | 0.562 | 10000 | G | 2003 |
| [122] Independence Blvd | 0.50 | 8300 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.090 | F | 0.519 | 8800 | G | 2003 |
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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|--|----|----------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Bedford | | | | | | | | | | | | | | | | | |
| 122 Longwood Ave | 0.65 | 5200 | G | 92% | 2% | 3% | 0% | 2% | 0% | | C | 0.119 | F | 0.519 | 5500 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | | |
| 122 | 8.08 | 3000 | G | 92% | 2% | 3% | 0% | 2% | 0% | | F | 0.085 | F | 0.599 | 3000 | G | 2003 |
| 122 | 8.72 | 1700 | G | 92% | 2% | 3% | 0% | 2% | 0% | | F | 0.088 | F | 0.51 | 1700 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | | |
| 122 Bus Crenshaw St | 0.96 | 5100 | G | 95% | 1% | 2% | 1% | 1% | 0% | | C | 0.096 | F | 0.558 | 5400 | G | 2003 |
| 122 Bus W Main St | 0.19 | 7000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | F | 0.092 | F | 0.519 | 7400 | G | 2003 |
| 122 Bus N Bridge St | 0.16 | 6000 | G | 95% | 1% | 2% | 1% | 1% | 0% | | F | 0.090 | F | 0.63 | 6300 | G | 2003 |
| 122 Bus N Bridge St | 0.11 | 9100 | G | 95% | 1% | 2% | 1% | 1% | 0% | | C | 0.087 | F | 0.569 | 9700 | G | 2003 |
| 122 Bus Longwood Ave | 0.71 | 8400 | G | 95% | 1% | 2% | 1% | 1% | 0% | | F | 0.096 | F | 0.540 | 8900 | G | 2003 |
| 122 Bus Longwood Ave | 0.47 | 10000 | G | 96% | 1% | 2% | 1% | 1% | 0% | | C | 0.093 | F | 0.508 | 11000 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | | |
| 221 460 | 4.18 | 17000 | G | 87% | 1% | 1% | 2% | 9% | 0% | | F | 0.079 | F | 0.575 | 18000 | G | 2003 |
| 221 460 | 7.69 | 15000 | G | 87% | 1% | 1% | 2% | 9% | 0% | | F | 0.077 | F | 0.505 | 16000 | G | 2003 |
| 221 460 | 2.75 | 17000 | G | 87% | 1% | 1% | 2% | 9% | 0% | | F | 0.077 | F | 0.538 | 18000 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | | |
| 221 460 | 0.67 | 21000 | G | 87% | 1% | 1% | 2% | 9% | 0% | | F | 0.077 | F | 0.603 | 21000 | G | 2003 |
| 221 | 0.33 | 8000 | N | 97% | 1% | 1% | 1% | 1% | 0% | | N | 0.088 | N | 0.552 | 8500 | N | 2003 |
| 221 | 0.68 | 8000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | C | 0.088 | F | 0.552 | 8500 | G | 2003 |
| 221 W Main St | 0.07 | 6000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | F | 0.096 | F | 0.501 | 6400 | G | 2003 |
| 221 W Main St | 0.19 | 7000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | F | 0.092 | F | 0.519 | 7400 | G | 2003 |
| 221 N Bridge St | 0.16 | 6000 | G | 95% | 1% | 2% | 1% | 1% | 0% | | F | 0.090 | F | 0.63 | 6300 | G | 2003 |
| 221 N Bridge St | 0.11 | 9100 | G | 95% | 1% | 2% | 1% | 1% | 0% | | C | 0.087 | F | 0.569 | 9700 | G | 2003 |
| 221 Longwood Ave | 0.71 | 8400 | G | 95% | 1% | 2% | 1% | 1% | 0% | | F | 0.096 | F | 0.540 | 8900 | G | 2003 |
| 221 Longwood Ave | 0.47 | 10000 | G | 96% | 1% | 2% | 1% | 1% | 0% | | C | 0.093 | F | 0.508 | 11000 | G | 2003 |

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Annual Average Daily Traffic Volume Estimates By Section of Route
Bedford Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| City of Bedford | | | | | | | | | | | | | | | | |
| 221 Forest Rd | 0.68 | 5800 | G | 93% | 1% | 3% | 0% | 2% | 0% | C | 0.095 | F | 0.512 | 6100 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | |
| 221 Forest Rd | 2.22 | 5700 | G | 93% | 1% | 3% | 0% | 2% | 0% | F | 0.094 | F | 0.528 | 5700 | G | 2003 |
| 221 Forest Rd | 9.23 | 6500 | G | 93% | 1% | 3% | 0% | 2% | 0% | F | 0.091 | F | 0.589 | 6600 | G | 2003 |
| 221 Forest Rd | 2.77 | 17000 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | 0.092 | F | 0.612 | 18000 | G | 2003 |
| 221 Forest Rd | 2.32 | 26000 | G | 95% | 1% | 2% | 1% | 2% | 0% | C | 0.092 | F | 0.591 | 27000 | G | 2003 |
| 460 | 4.18 | 17000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.079 | F | 0.575 | 18000 | G | 2003 |
| 460 | 7.69 | 15000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.077 | F | 0.505 | 16000 | G | 2003 |
| 460 | 2.75 | 17000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.077 | F | 0.538 | 18000 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| 460 | 0.67 | 21000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.077 | F | 0.603 | 21000 | G | 2003 |
| 460 | 0.18 | 14000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.081 | F | 0.585 | 14000 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | |
| 460 | 0.24 | 15000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.076 | F | 0.553 | 15000 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| 460 | 0.90 | 15000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.078 | F | 0.557 | 15000 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | |
| 460 | 0.06 | 15000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.078 | F | 0.553 | 16000 | G | 2003 |
| 460 | 0.50 | 18000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.078 | F | 0.535 | 19000 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| 460 | 0.94 | 18000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.078 | F | 0.535 | 19000 | G | 2003 |
| 460 | 0.28 | 19000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.076 | F | 0.533 | 20000 | G | 2003 |
| Bedford County | | | | | | | | | | | | | | | | |
| 460 | 4.40 | 14000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.079 | F | 0.545 | 15000 | G | 2003 |
| 460 | 7.88 | 16000 | G | 87% | 1% | 1% | 2% | 9% | 0% | F | 0.075 | F | 0.533 | 16000 | G | 2003 |
| City of Bedford | | | | | | | | | | | | | | | | |
| Bus 460 221 | 0.33 | 8000 | N | 97% | 1% | 1% | 1% | 1% | 0% | N | 0.088 | N | 0.552 | 8500 | N | 2003 |

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Bedford Maintenance Area

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|------------------------|--------|------|----|-------|----------------|-------|--------|--------|--------|--|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Bedford | | | | | | | | | | | | | | | | | |
| Bus 460 221 | 0.68 | 8000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | C | 0.088 | F | 0.552 | 8500 | G | 2003 |
| Bus 460 221 W Main St | 0.07 | 6000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | F | 0.096 | F | 0.501 | 6400 | G | 2003 |
| Bus 460 221 W Main St | 0.19 | 7000 | G | 97% | 1% | 1% | 1% | 1% | 0% | | F | 0.092 | F | 0.519 | 7400 | G | 2003 |
| Bus 460 E Main St | 0.08 | 6600 | G | 96% | 1% | 2% | 0% | 1% | 0% | | F | 0.094 | F | 0.588 | 7000 | G | 2003 |
| Bus 460 E Main St | 0.27 | 7400 | G | 96% | 1% | 2% | 0% | 1% | 0% | | F | 0.096 | F | 0.548 | 7800 | G | 2003 |
| Bus 460 E Main St | 0.71 | 6300 | G | 96% | 1% | 2% | 0% | 1% | 0% | | C | 0.092 | F | 0.597 | 6700 | G | 2003 |
| Bus 460 E Main St | 0.20 | 6300 | N | 96% | 1% | 2% | 0% | 1% | 0% | | N | 0.092 | N | 0.597 | 6700 | N | 2003 |
| | | | | To | US 221, SR 122 | | | | | | | | | | | | |
| | | | | | US 460 | | | | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| 501 | 3.64 | 2900 | G | 94% | 0% | 2% | 0% | 3% | 0% | | F | 0.101 | F | 0.505 | 2900 | G | 2003 |
| 501 | 6.32 | 2700 | G | 94% | 0% | 2% | 0% | 3% | 0% | | F | 0.097 | F | 0.558 | 2700 | G | 2003 |
| 501 | 4.33 | 1500 | G | 80% | 1% | 4% | 2% | 14% | 0% | | C | 0.094 | F | 0.578 | 1500 | G | 2003 |
| 600 | 0.25 | 120 | R | | | | | | | | | | | | NA | | 1998 |
| 600 | 0.30 | 110 | R | | | | | | | | | | | | NA | | 1998 |
| 600 | 0.65 | 60 | R | | | | | | | | | | | | NA | | 1998 |
| 600 | 1.10 | 60 | R | | | | | | | | | | | | NA | | 1998 |
| 600 | 0.90 | 100 | R | | | | | | | | | | | | NA | | 1998 |
| 601 | 0.70 | 50 | R | | | | | | | | | | | | NA | | 05/29/2001 |
| 601 | 1.10 | 190 | R | | | | | | | | | | | | NA | | 1998 |
| 602 | 1.60 | 110 | R | | | | | | | | | | | | NA | | 1998 |
| 602 | 1.40 | 230 | R | | | | | | | | | | | | NA | | 1998 |
| 603 | 1.70 | 40 | R | | | | | | | | | | | | NA | | 07/25/2001 |
| 604 | 0.80 | 210 | R | | | | | | | | | | | | NA | | 1998 |
| | | | | To | US 501 SOUTH | | | | | | | | | | | | |
| | | | | To | US 501 EAST | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|-------|-------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (605) | 0.20 | 40 | R | | | From | Dead End | | | | | | NA | NA | 1998 |
| | | | | | | To | 09-610 | | | | | | | | |
| (606) | 0.60 | 120 | R | | | From | 09-698 | | | | | | NA | NA | 1998 |
| | | | | | | To | 09-780 | | | | | | | | |
| (606) | 0.11 | 270 | R | | | From | 09-695 | | | | | | NA | NA | 1998 |
| | | | | | | | | | | | | | | | |
| (607) | 1.90 | 130 | R | | | From | Botetourt County Line | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To | 09-616 EAST | | | | | | | | |
| (607) | 2.07 | 190 | R | | | From | 09-616 EAST | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To | 2.07 MN 09-616 EAST | | | | | | | | |
| (607) | 0.10 | 190 | R | | | From | 2.17 MN 09-616 EAST | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To | | | | | | | | | |
| (607) | 1.50 | 190 | R | | | From | US 460; US 221 | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To | US 460; US 221 | | | | | | | | |
| (607) | 0.05 | 650 | R | | | From | | | | | | | NA | NA | 1998 |
| | | | | | | To | 09-770 SOUTH | | | | | | | | |
| (607) | 0.55 | 290 | R | | | From | 09-695 | | | | | | NA | NA | 1998 |
| | | | | | | | | | | | | | | | |
| (608) | 8.70 | 310 | R | | | From | Pittsylvania County Line | | | | | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-734 South | | | | | | | | |
| (608) | 1.09 | 1500 | G | | | From | 91% 1% 6% 0% 2% 0% | | | | F | 0.083 | F | 0.565 | 1500 G 2003 |
| | | | | | | To | 09-740 | | | | | | | | |
| (608) | 2.70 | 1400 | G | | | From | 91% 1% 6% 0% 2% 0% | | | | F | 0.092 | F | 0.561 | 1500 G 2003 |
| | | | | | | To | 09-626 South | | | | | | | | |
| (608) | 2.84 | 2800 | G | | | From | 09-626 North | | | | C | 0.092 | F | 0.518 | 2900 G 2003 |
| | | | | | | To | 09-654 | | | | | | | | |
| (608) | 2.85 | 1900 | G | | | From | 09-654 | | | | F | 0.082 | F | 0.526 | 2000 G 2003 |
| | | | | | | To | SR 122 | | | | | | | | |
| (608) | 4.24 | 40 | G | | | From | 09-748 | | | | F | 0.229 | F | 0.5 | 40 G 2003 |
| | | | | | | To | SR 122 | | | | | | | | |
| (608) | 1.20 | 120 | G | | | From | 91% 1% 6% 0% 2% 0% | | | | F | 0.102 | F | 0.759 | 130 G 2003 |
| | | | | | | To | 09-749 South | | | | | | | | |
| (608) | 0.40 | 650 | G | | | From | 09-749 North | | | | F | 0.112 | F | 0.535 | 660 G 2003 |
| | | | | | | To | 09-757 | | | | | | | | |
| (608) | 0.95 | 1300 | G | | | From | 91% 1% 6% 0% 2% 0% | | | | F | 0.098 | F | 0.857 | 1300 G 2003 |
| | | | | | | To | SR 24 | | | | | | | | |
| | | | | | | | | | | | | | | | |
| (609) | 2.18 | 1000 | R | | | From | 09-811 | | | | | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (610) | 0.40 | 200 | R | | | From | US 501 | | | | | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (611) | 0.50 | 180 | R | | | From | Dead End | | | | | | NA | NA | 1998 |
| | | | | | | To | US 501 | | | | | | | | |
| (612) | 1.45 | 20 | R | | | From | Dead End | | | | | | NA | NA | 05/31/2001 |
| | | | | | | To | US 501 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | |
|-----------------------|--------|------|----|-------|-----|-------|-----------------------|--------|--------|----|----------|------------|-------|-------|------|--------------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (613) | 0.20 | 140 | R | | | From | 09-637 | | | | | | | NA | NA | 05/31/2001 | |
| (613) | 3.58 | 30 | R | | | To | 09-615 | | | | | | | NA | NA | 05/31/2001 | |
| (613) | 1.81 | 40 | R | | | From | 3.58 MN 09-615 | | | | | | | NA | NA | 1998 | |
| (614) | 1.30 | 80 | R | | | To | US 501 | | | | | | | | NA | NA | 1998 |
| (614) | 3.80 | 50 | R | | | From | 09-680 | | | | | | | NA | NA | 05/23/2001 | |
| (614) | | | | | | To | 09-687 | | | | | | | NA | NA | Blue Ridge Parkway | |
| (615) | 2.50 | 50 | R | | | From | 09-638 | | | | | | | NA | NA | 05/31/2001 | |
| (615) | | | | | | To | 09-613 | | | | | | | | | | |
| (616) | 3.57 | 440 | R | | | From | Dead End | | | | | | | NA | NA | 07/11/2001 | |
| (616) | | | | | | To | 09-655 SOUTH | | | | | | | | | | |
| (616) | 0.20 | 1700 | G | | | From | 97% 0% 2% 0% 0% 0% | | | | F | 0.093 | F | 0.549 | 1800 | G | 2003 |
| (616) | | | | | | To | 09-655 NORTH | | | | | | | | | | |
| (616) | 2.41 | 1100 | G | | | From | 97% 0% 2% 0% 0% 0% | | | | F | 0.104 | F | 0.862 | 1100 | G | 2003 |
| (616) | | | | | | To | 09-757 EAST | | | | | | | | | | |
| (616) | 2.53 | 220 | G | | | From | 09-757 WEST | | | | C | 0.105 | F | 0.6 | 220 | G | 2003 |
| (616) | | | | | | To | SR 24 | | | | | | | | | | |
| (616) | 0.44 | 270 | R | | | From | 09-653 | | | | | | | NA | NA | 07/18/2001 | |
| (616) | | | | | | To | 09-653 | | | | | | | | | | |
| (616) | 1.74 | 170 | R | | | From | 1.74 MN 09-653 | | | | | | | NA | NA | 07/18/2001 | |
| (616) | | | | | | To | 1.74 MN 09-653 | | | | | | | | | | |
| (616) | 2.35 | 170 | R | | | From | 09-755 SOUTH | | | | | | | NA | NA | 07/18/2001 | |
| (616) | | | | | | To | 09-755 SOUTH | | | | | | | | | | |
| (616) | 0.46 | 130 | R | | | From | 09-755 NORTH | | | | | | | NA | NA | 07/18/2001 | |
| (616) | | | | | | To | 09-755 NORTH | | | | | | | | | | |
| (616) | 1.21 | 180 | R | | | From | 09-619 SOUTH | | | | | | | NA | NA | 07/18/2001 | |
| (616) | | | | | | To | 09-619 NORTH | | | | | | | | | | |
| (616) | 0.40 | 90 | R | | | From | 09-619 NORTH | | | | | | | NA | NA | 07/23/2001 | |
| (616) | | | | | | To | 09-787 | | | | | | | | | | |
| (616) | 5.10 | 20 | R | | | From | 09-774 | | | | | | | NA | NA | 07/23/2001 | |
| (616) | | | | | | To | 09-774 | | | | | | | | | | |
| (616) | 0.10 | 150 | R | | | From | 09-607 EAST | | | | | | | NA | NA | 07/23/2001 | |
| (616) | | | | | | To | 09-607 WEST | | | | | | | | | | |
| (616) | 1.50 | 50 | R | | | From | Botetourt County Line | | | | | | | NA | NA | 07/23/2001 | |
| (617) | 0.80 | 600 | R | | | From | 09-695 | | | | | | | NA | NA | 1998 | |
| (617) | | | | | | To | 09-829 | | | | | | | | | | |
| (617) | 1.30 | 520 | R | | | From | 09-829 | | | | | | | NA | NA | 1998 | |
| (617) | | | | | | To | 09-696 | | | | | | | | | | |
| (617) | 1.10 | 300 | R | | | From | 09-696 | | | | | | | NA | NA | 1998 | |
| (617) | | | | | | To | 09-697 | | | | | | | | | | |
| (617) | 0.97 | 60 | R | | | From | 09-697 | | | | | | | NA | NA | 1998 | |
| (617) | | | | | | To | 09-729 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | | | |
|-----------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|------------|-------|-------|------------|-------|------|---|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | | |
| (617) | 1.30 | 45 | R | | | From | 09-729 | | | | | | NA | NA | 05/21/2001 | | | | |
| | | | | | | To | 09-693 | | | | | | | | | | | | |
| (618) | 0.20 | 80 | R | | | From | SR 24 | | | | | | NA | NA | 07/25/2001 | | | | |
| | | | | | | To | Dead End | | | | | | | | | | | | |
| (619) | 2.97 | 1400 | G | | | From | 09-634 | | | | | | F | 0.098 | F | 0.656 | 1400 | G | 2003 |
| | | | | | | To | 09-757 Gap | | | | | | | | | | | | |
| (619) | 1.94 | 3900 | G | | | From | SR 24 Gap | | | | | | C | 0.095 | F | 0.719 | 3900 | G | 2003 |
| | | | | | | To | 09-635 WEST | | | | | | | | | | | | |
| (619) | 1.31 | 3100 | G | | | From | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.090 | F | 0.692 | 3100 | G | 2003 |
| | | | | | | To | 09-839 | | | | | | | | | | | | |
| (619) | 1.65 | 1900 | G | | | From | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.107 | F | 0.697 | 2000 | G | 2003 |
| | | | | | | To | 09-699 | | | | | | | | | | | | |
| (619) | 0.66 | 1500 | G | | | From | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.101 | F | 0.628 | 1600 | G | 2003 |
| | | | | | | To | 09-616 SOUTH | | | | | | | | | | | | |
| (619) | 0.40 | 1100 | G | | | From | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.108 | F | 0.643 | 1100 | G | 2003 |
| | | | | | | To | 09-616 NORTH | | | | | | | | | | | | |
| (619) | 0.99 | 730 | G | | | From | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.111 | F | 0.602 | 740 | G | 2003 |
| | | | | | | To | 09-726 | | | | | | | | | | | | |
| (619) | 0.42 | 250 | R | | | From | | | | | | | NA | | | | NA | | 07/18/2001 |
| | | | | | | To | 09-1470 | | | | | | | | | | | | |
| (619) | 1.70 | 200 | R | | | From | | | | | | | NA | | | | NA | | 07/18/2001 |
| | | | | | | To | 09-691 SOUTH | | | | | | | | | | | | |
| (619) | 1.45 | 30 | R | | | From | 09-691 NORTH | | | | | | NA | | | | NA | | 07/18/2001 |
| | | | | | | To | 09-690 | | | | | | | | | | | | |
| (620) | 0.22 | 230 | R | | | From | 09-661 | | | | | | NA | | | | NA | | 06/11/2001 |
| | | | | | | To | US 221 | | | | | | | | | | | | |
| (621) | 4.05 | 150 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.116 | F | 0.528 | 150 | G | 2003 |
| | | | | | | To | 09-644 | | | | | | | | | | | | |
| (621) | 0.83 | 310 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.124 | F | 0.523 | 320 | G | 2003 |
| | | | | | | To | 09-662 | | | | | | | | | | | | |
| (621) | 0.73 | 460 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.122 | F | 0.6 | 490 | G | 2003 |
| | | | | | | To | 09-884 | | | | | | | | | | | | |
| (621) | 0.16 | 1500 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.117 | F | 0.586 | 1500 | G | 2003 |
| | | | | | | To | 09-1240 | | | | | | | | | | | | |
| (621) | 0.43 | 4200 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.115 | F | 0.625 | 4400 | G | 2003 |
| | | | | | | To | 09-660 | | | | | | | | | | | | |
| (621) | 0.23 | 5000 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.112 | F | 0.682 | 5300 | G | 2003 |
| | | | | | | To | 09-1201 | | | | | | | | | | | | |
| (621) | 0.35 | 5800 | G | | | From | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.114 | F | 0.697 | 6200 | G | 2003 |
| | | | | | | To | 09-1204 | | | | | | | | | | | | |
| (622) | 2.35 | 200 | R | | | From | 98% | 0% | 1% | 0% | 0% | 0% | | | | | | | |
| | | | | | | To | 09-646 | | | | | | NA | | | | NA | | 1998 |
| (622) | 3.52 | 1600 | R | | | From | 09-785 | | | | | | NA | | | | NA | | 1998 |
| | | | | | | To | 09-1515 | | | | | | | | | | | | |
| (622) | 0.35 | 2100 | R | | | From | 09-811 WEST | | | | | | NA | | | | NA | | 1998 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|--|--------|--------|--------|---|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (622) | 0.90 | 8500 | G | 97% | 0% | 2% | 1% | 0% | 0% | From: 09-811 EAST To: Campbell County Line | C | 0.099 | F | 0.515 | 9000 | G | 2003 |
| (623) | 1.24 | 1400 | R | | | From: Campbell County Line To: 09-811 | | | | | NA | | | | NA | | 1998 |
| (624) | 1.78 | 130 | R | | | From: 09-644 To: 09-658 | | | | | NA | | | | NA | | 1998 |
| (625) | 0.50 | 70 | R | | | From: 09-711 To: Campbell County Line | | | | | NA | | | | NA | | 1998 |
| (626) | 2.15 | 440 | G | 90% | 1% | 3% | 4% | 3% | 0% | From: Dead End To: 09-656 | F | 0.122 | F | 0.529 | 450 | G | 2003 |
| (626) | 0.97 | 1400 | G | 90% | 1% | 3% | 4% | 3% | 0% | From: 09-656 To: 09-888 | F | 0.092 | F | 0.541 | 1500 | G | 2003 |
| (626) | 2.20 | 1700 | G | 90% | 1% | 3% | 4% | 3% | 0% | From: 09-888 To: 09-608 North | C | 0.087 | F | 0.51 | 1700 | G | 2003 |
| (626) | 3.28 | 1100 | G | 90% | 1% | 3% | 4% | 3% | 0% | From: 09-608 North To: 09-805 | F | 0.092 | F | 0.541 | 1100 | G | 2003 |
| (626) | 1.59 | 1200 | G | 92% | 1% | 4% | 1% | 3% | 0% | From: 09-805 To: 09-630 | F | 0.102 | F | 0.579 | 1200 | G | 2003 |
| (626) | 1.96 | 1500 | G | 92% | 1% | 4% | 1% | 3% | 0% | From: 09-630 To: 09-833 SOUTH | F | 0.098 | F | 0.609 | 1500 | G | 2003 |
| (626) | 3.04 | 1500 | G | 92% | 1% | 4% | 1% | 3% | 0% | From: 09-833 SOUTH To: SR 43 | C | 0.093 | F | 0.622 | 1500 | G | 2003 |
| (626) | 0.88 | 800 | G | 92% | 1% | 4% | 1% | 3% | 0% | From: SR 43 To: 09-628 | F | 0.103 | F | 0.532 | 800 | G | 2003 |
| (626) | 2.20 | 380 | R | | | From: 09-628 To: 09-627 | | | | | NA | | | | NA | | 1998 |
| (626) | 2.00 | 420 | R | | | From: 09-627 To: Campbell County Line | | | | | NA | | | | NA | | 1998 |
| (627) | 0.30 | 20 | R | | | From: Campbell County Line To: Dead End | | | | | NA | | | | NA | | 06/18/2001 |
| (627) | 2.48 | 180 | R | | | From: Dead End To: 09-626 | | | | | NA | | | | NA | | 1998 |
| (627) | | | | | | To: SR 24 | | | | | | | | | | | |
| (628) | 3.10 | 1200 | G | 87% | 1% | 5% | 1% | 6% | 0% | From: SR 24 To: Campbell County Line | C | 0.096 | F | 0.558 | 1200 | G | 2003 |
| (628) | 1.00 | 910 | G | 90% | 1% | 5% | 1% | 3% | 0% | From: Campbell County Line To: 09-626 | C | 0.095 | F | 0.506 | 920 | G | 2003 |
| (628) | 0.40 | 70 | R | | | From: 09-626 To: SR 43 | | | | | NA | | | | NA | | 06/20/2001 |
| (628) | 1.90 | 30 | R | | | From: SR 43 To: 09-826 | | | | | NA | | | | NA | | 06/20/2001 |
| (628) | 1.04 | 30 | R | | | From: 09-826 To: 09-727 | | | | | NA | | | | NA | | 06/20/2001 |
| (628) | 0.05 | 40 | R | | | From: 09-727 To: 09-727 SOUTH | | | | | NA | | | | NA | | 06/20/2001 |
| (628) | | | | | | To: 09-727 SOUTH From: 1.04 MS 09-727 S | | | | | NA | | | | NA | | 06/20/2001 |
| (628) | | | | | | To: SR 24 | | | | | NA | | | | NA | | 06/20/2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|----------|----|------------|-------|----|------------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (629) | 0.60 | 20 | R | | | From: Campbell County Line | | | | | | | | | NA | NA | 06/18/2001 |
| | | | | | | To: 09-628 | | | | | | | | | | | |
| (630) | 2.42 | 120 | R | | | From: 09-626 | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 2.42 ME 09-626 | | | | | | | | | | | |
| (630) | 3.40 | 40 | R | | | From: 09-733 | | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: 09-631 | | | | | | | | | | | |
| (630) | 0.20 | 450 | R | | | From: Campbell County Line | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: Campbell County Line | | | | | | | | | | | |
| (631) | 1.30 | 200 | R | | | From: Campbell County Line | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 09-630 | | | | | | | | | | | |
| (632) | 1.30 | 6 | R | | | From: Dead End | | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: Campbell County Line | | | | | | | | | | | |
| (633) | 2.45 | 830 | R | | | From: Dead End | | | | | | | | | NA | NA | 07/25/2001 |
| | | | | | | To: 09-634 | | | | | | | | | | | |
| (634) | 0.22 | 3800 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.099 | F | 0.707 | 3800 | G | 2003 | |
| | | | | | | From: Roanoke County Line | | | | | | | | | | | |
| | | | | | | To: 09-720 SOUTH | | | | | | | | | | | |
| (634) | 2.56 | 4600 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.098 | F | 0.697 | 4600 | G | 2003 | |
| | | | | | | From: 09-788 | | | | | | | | | | | |
| (634) | 0.70 | 5400 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.09 | F | 0.690 | 5400 | G | 2003 | |
| | | | | | | To: 09-619 | | | | | | | | | | | |
| (634) | 0.69 | 6300 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.11 | F | 0.729 | 6400 | G | 2003 | |
| | | | | | | From: 09-635 WEST | | | | | | | | | | | |
| (634) | 0.81 | 7600 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.106 | F | 0.723 | 7700 | G | 2003 | |
| | | | | | | To: Roanoke County Line | | | | | | | | | | | |
| (635) | 1.50 | 220 | R | | | From: 09-633 | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: 09-634 EAST | | | | | | | | | | | |
| (635) | 0.54 | 900 | R | | | From: 09-634 WEST | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: 09-1630 | | | | | | | | | | | |
| (635) | 0.96 | 900 | R | | | From: SR 24 EAST | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: SR 24 WEST | | | | | | | | | | | |
| (635) | 1.65 | 890 | R | | | | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: 09-1040 | | | | | | | | | | | |
| (635) | 0.94 | 110 | R | | | From: 0.94 MN 09-1040 | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: 09-603 | | | | | | | | | | | |
| (635) | 2.31 | 110 | R | | | From: 1.33 ME 09-603 | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: 09-619 WEST | | | | | | | | | | | |
| (635) | 1.33 | 70 | R | | | From: 09-619 EAST | | | | | | | | NA | NA | 07/25/2001 | |
| | | | | | | To: SR 24 WEST | | | | | | | | | | | |
| (635) | 1.80 | 590 | G | 93% | 2% | 4% | 0% | 1% | 0% | C | 0.122 | F | 0.578 | 600 | G | 2003 | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | | |
|-----------------------|--------|------|----|-------|-----|-------|--------------------|--------|--------|----|----------|------------|-------|-------|------------|-----|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | |
| (635) | 1.50 | 100 | R | | | From | SR 24 EAST | | | | | | NA | NA | 07/11/2001 | | | |
| (635) | 1.37 | 40 | R | | | To | 1.50 MS SR 24 | | | | | | NA | NA | 07/11/2001 | | | |
| (635) | 0.40 | 80 | R | | | To | 09-757 NORTH | | | | | | NA | NA | 07/11/2001 | | | |
| (635) | 0.40 | 80 | R | | | From | 09-757 SOUTH | | | | | | NA | NA | 07/11/2001 | | | |
| (636) | 0.65 | 80 | R | | | To | Dead End | | | | | | NA | NA | 07/11/2001 | | | |
| (636) | 0.05 | 550 | R | | | From | Dead End | | | | | | NA | NA | 07/11/2001 | | | |
| (637) | 2.50 | 140 | R | | | To | 09-852 | | | | | | NA | NA | 1998 | | | |
| (637) | 1.00 | 40 | R | | | To | 09-757 | | | | | | NA | NA | 07/11/2001 | | | |
| (637) | 0.60 | 70 | R | | | From | 09-670 | | | | | | NA | NA | 1998 | | | |
| (637) | 4.30 | 40 | R | | | To | 09-644 EAST | | | | | | NA | NA | 06/13/2001 | | | |
| (637) | 0.90 | 340 | G | | | From | 09-644 WEST | | | | | | NA | NA | 1998 | | | |
| (637) | 0.90 | 190 | R | | | To | 1.00 MN 09-644 | | | | | | NA | NA | 06/13/2001 | | | |
| (637) | 0.90 | 340 | G | | | From | 09-643 EAST | | | | | | NA | NA | 1998 | | | |
| (637) | 0.90 | 190 | R | | | To | 09-643 WEST | | | | | | NA | NA | 06/13/2001 | | | |
| (638) | 0.70 | 90 | R | | | To | 09-638 SOUTH | | | | | | NA | NA | 1998 | | | |
| (638) | 2.40 | 300 | G | | | From | 91% 2% 6% 1% 1% 0% | C | 0.105 | F | 0.757 | 340 | G | 2003 | | | | |
| (638) | 0.60 | 310 | G | | | To | 09-638 NORTH | | | | | | NA | NA | 1998 | | | |
| (638) | 4.00 | 340 | G | | | From | 09-613 | | | | | | NA | NA | 1998 | | | |
| (638) | 3.54 | 70 | R | | | To | SR 122 | | | | | | NA | NA | 1998 | | | |
| (639) | 0.31 | 120 | R | | | From | 09-640 | | | | | | NA | NA | 1998 | | | |
| (639) | 1.60 | 400 | R | | | To | SR 122 | | | | | | NA | NA | 1998 | | | |
| (639) | 0.20 | 240 | R | | | From | 91% 1% 6% 1% 0% 0% | C | 0.106 | F | 0.594 | 300 | G | 2003 | | | | |
| (640) | 2.85 | 400 | R | | | To | 09-637 NORTH | | | | | | NA | NA | 1998 | | | |
| (640) | 1.00 | 380 | R | | | From | 09-637 SOUTH | | | | | | NA | NA | 1998 | | | |
| (640) | 0.60 | 310 | G | | | To | 09-615 | | | | | | F | 0.128 | 0.768 | 310 | G | 2003 |
| (640) | 4.00 | 340 | G | | | From | 91% 1% 6% 1% 0% 0% | F | 0.120 | F | 0.833 | 340 | G | 2003 | | | | |
| (640) | 3.54 | 70 | R | | | To | 09-644 | | | | | | NA | NA | 1998 | | | |
| (640) | 0.31 | 120 | R | | | From | 09-643 | | | | | | NA | NA | 06/13/2001 | | | |
| (640) | 1.60 | 400 | R | | | To | 3.54 MN 09-643 | | | | | | NA | NA | 1998 | | | |
| (640) | 0.20 | 240 | R | | | From | SR 122 SOUTH | | | | | | NA | NA | 1998 | | | |
| (640) | 2.85 | 400 | R | | | To | SR 122 NORTH | | | | | | NA | NA | 1998 | | | |
| (640) | 1.00 | 380 | R | | | From | 09-783 | | | | | | NA | NA | 1998 | | | |
| (640) | 0.60 | 310 | G | | | To | 09-640 | | | | | | NA | NA | 1998 | | | |
| (640) | 4.00 | 340 | G | | | From | SR 122 SOUTH | | | | | | NA | NA | 1998 | | | |
| (640) | 3.54 | 70 | R | | | To | 09-643 NORTH | | | | | | NA | NA | 1998 | | | |
| (640) | 0.31 | 120 | R | | | From | 09-643 SOUTH | | | | | | NA | NA | 1998 | | | |
| (640) | 1.60 | 400 | R | | | To | 09-850 | | | | | | NA | NA | 1998 | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|----|------------|-------|----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (640) | 2.20 | 180 | R | | | From | 09-850 | | | | | | | | NA | NA | 1998 |
| (640) | 2.80 | 30 | R | | | To | 09-766 | | | | | | | | NA | NA | 05/29/2001 |
| (640) | 1.70 | 120 | R | | | To | 09-765 | | | | | | | | NA | NA | 1998 |
| (640) | 3.04 | 60 | R | | | From | 09-639 | | | | | | | | NA | NA | 05/29/2001 |
| (640) | 0.20 | 60 | R | | | To | 09-764 | | | | | | | | NA | NA | 1998 |
| (640) | 0.60 | 50 | R | | | From | 09-638 | | | | | | | | NA | NA | 05/29/2001 |
| (640) | | | | | | To | SR 122 NORTH | | | | | | | | | | |
| (641) | 0.90 | 50 | R | | | From | Dead End | | | | | | | | NA | NA | 05/23/2001 |
| (641) | | | | | | To | SR 43 | | | | | | | | | | |
| (642) | 2.00 | 80 | R | | | From | Dead End | | | | | | | | NA | NA | 05/23/2001 |
| (642) | | | | | | To | SR 43 | | | | | | | | | | |
| (643) | 0.20 | 10 | R | | | From | SR 43 SOUTH | | | | | | | | NA | NA | 1998 |
| (643) | | | | | | To | SR 43 NORTH | | | | | | | | | | |
| (643) | 0.70 | 610 | G | 96% | 2% | 1% | 0% | 0% | 0% | C | 0.116 | F | 0.536 | 610 | G | 2003 | |
| (643) | 3.97 | 330 | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.546 | 330 | G | 2003 | |
| (643) | | | | | | To | SR 122 SOUTH | | | | | | | | | | |
| (643) | 5.47 | 270 | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.101 | F | 0.532 | 270 | G | 2003 | |
| (643) | | | | | | To | SR 122 NORTH | | | | | | | | | | |
| (643) | 3.75 | 670 | G | 96% | 2% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.594 | 670 | G | 2003 | |
| (643) | | | | | | To | 09-644 | | | | | | | | | | |
| (643) | 1.23 | 240 | R | | | From | US 221 | | | | | | | | NA | NA | 1998 |
| (643) | | | | | | To | 09-762 | | | | | | | | | | |
| (643) | 4.22 | 50 | R | | | | | | | | | | | | | | 06/18/2001 |
| (643) | | | | | | To | 09-704 WEST | | | | | | | | | | |
| (643) | 1.70 | 550 | R | | | | | | | | | | | | | | 1998 |
| (643) | | | | | | To | 09-811 | | | | | | | | | | |
| (644) | 2.58 | 620 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.122 | F | 0.516 | 620 | G | 2003 | |
| (644) | | | | | | To | SR 43 | | | | | | | | | | |
| (644) | 0.42 | 1900 | G | 95% | 1% | 2% | 0% | 1% | 0% | C | 0.094 | F | 0.57 | 2000 | G | 2003 | |
| (644) | | | | | | To | SR 122 | | | | | | | | | | |
| (644) | 2.71 | 180 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.101 | F | 0.902 | 190 | G | 2003 | |
| (644) | | | | | | To | 09-671 | | | | | | | | | | |
| (644) | 0.79 | 120 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.160 | F | 0.524 | 120 | G | 2003 | |
| (644) | | | | | | To | 09-675 | | | | | | | | | | |
| (644) | 0.69 | 47 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.110 | F | 0.667 | 47 | G | 2003 | |
| (644) | | | | | | To | 09-674 | | | | | | | | | | |
| (644) | 1.14 | 20 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.407 | F | 0.546 | 20 | G | 2003 | |
| (644) | | | | | | To | 09-637 WEST | | | | | | | | | | |
| (644) | 1.32 | 100 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.149 | F | 0.588 | 100 | G | 2003 | |
| (644) | | | | | | To | 09-670 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | | | | |
|-----------------------|--------|------|----|-------|-----|-------|--------|--------|--------|------|----------------|------------|-------|----------------|-------|------------|-------|-----|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | | | |
| (644) | 2.75 | 160 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.122 | F | 0.522 | 170 | G | 2003 | | | | |
| (644) | 1.48 | 710 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.112 | F | 0.690 | 710 | G | 2003 | | | | |
| (644) | 2.41 | 350 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.11 | F | 0.554 | 350 | G | 2003 | | | | |
| (644) | 0.97 | 360 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.119 | F | 0.653 | 360 | G | 2003 | | | | |
| (644) | 0.95 | 390 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.116 | F | 0.584 | 390 | G | 2003 | | | | |
| (644) | 1.66 | 500 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.120 | F | 0.641 | 510 | G | 2003 | | | | |
| (644) | | | | | | | | | | To | | | | | | | | | | |
| (645) | 1.30 | 90 | R | | | | | | | From | Dead End | | | NA | NA | 1998 | | | | |
| (645) | 1.60 | 60 | R | | | | | | | To | 09-651 | | | NA | NA | 1998 | | | | |
| (645) | 3.10 | 430 | G | 97% | 1% | 1% | 0% | 1% | 0% | From | 09-761 | | | C | 0.104 | F | 0.571 | 430 | G | 2003 |
| (645) | | | | | | | | | | To | | | | WCL LYNCHBURG | | | | | | |
| (646) | 1.10 | 480 | R | | | | | | | From | US 221 WEST | | | NA | NA | 1998 | | | | |
| (646) | 1.00 | 300 | R | | | | | | | To | US 221 MID | | | NA | NA | 1998 | | | | |
| (646) | 0.15 | 480 | R | | | | | | | From | US 221 EAST | | | NA | NA | 1998 | | | | |
| (647) | 0.30 | 400 | R | | | | | | | To | US 501 | | | NA | NA | 1998 | | | | |
| (647) | 0.35 | 120 | R | | | | | | | To | 09-856 | | | NA | NA | 1998 | | | | |
| (647) | 0.40 | 60 | R | | | | | | | From | 09-719 | | | NA | NA | 1998 | | | | |
| (648) | 0.35 | 70 | R | | | | | | | To | 09-761 | | | NA | NA | 1998 | | | | |
| (648) | 0.40 | 60 | R | | | | | | | From | SR 122 | | | NA | NA | 1998 | | | | |
| (649) | 0.05 | 350 | R | | | | | | | To | Dead End | | | NA | NA | 06/18/2001 | | | | |
| (649) | 0.35 | 70 | R | | | | | | | From | 09-711 | | | NA | NA | 06/18/2001 | | | | |
| (650) | 0.18 | 40 | R | | | | | | | To | 09-858 | | | NA | NA | 1998 | | | | |
| (650) | 0.18 | 40 | R | | | | | | | From | US 460 | | | NA | NA | 1998 | | | | |
| (651) | 1.00 | 50 | R | | | | | | | To | 09-75 SOUTH | | | NA | NA | 07/23/2001 | | | | |
| (651) | 1.46 | 170 | R | | | | | | | From | 09-657 | | | NA | NA | 05/31/2001 | | | | |
| (651) | 0.80 | 5 | R | | | | | | | To | US 501 SOUTH | | | NA | NA | 1998 | | | | |
| (652) | 0.86 | 50 | R | | | | | | | From | US 501 NORTH | | | NA | NA | 05/31/2001 | | | | |
| (652) | | | | | | | | | | To | 09-645 | | | NA | NA | 1998 | | | | |
| (652) | | | | | | | | | | From | 09-657 | | | NA | NA | 05/31/2001 | | | | |
| (652) | | | | | | | | | | To | 09-752 | | | NA | NA | 05/31/2001 | | | | |
| (652) | | | | | | | | | | From | 0.86 MN 09-752 | | | NA | NA | 05/31/2001 | | | | |
| (652) | | | | | | | | | | To | | | | 0.86 MN 09-752 | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|----|------------|-------|----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (652) | 1.17 | 160 | R | | | From | 0.86 MN 09-752 | | | | | | | | NA | NA | 1998 |
| | | | | | | To | US 501 | | | | | | | | | | |
| (653) | 1.28 | 300 | R | | | From | Dead End | | | | | | | | NA | NA | 07/16/2001 |
| | | | | | | To | 09-655 WEST | | | | | | | | | | |
| | | | | | | From | 09-655 EAST | | | | | | | | | | |
| (653) | 1.48 | 1600 | G | 94% | 0% | 3% | 1% | 3% | 0% | C | 0.095 | F | 0.611 | 1600 | G | 2003 | |
| | | | | | | To | 09-757 EAST | | | | | | | | | | |
| | | | | | | From | 09-757 WEST | | | | | | | | | | |
| (653) | 0.03 | 300 | R | | | | | | | | | | | | NA | NA | 07/11/2001 |
| | | | | | | To | 09-877 | | | | | | | | | | |
| (653) | 1.08 | 190 | R | | | From | 09-756 | | | | | | | | NA | NA | 07/11/2001 |
| | | | | | | To | SR 24 | | | | | | | | | | |
| (653) | 0.10 | 520 | R | | | From | 09-616 | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To | | | | | | | | | | | |
| (654) | 1.60 | 830 | R | | | From | Dead End | | | | | | | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-655 WEST | | | | | | | | | | |
| (654) | 2.02 | 2300 | G | 93% | 0% | 4% | 0% | 2% | 0% | C | 0.090 | F | 0.532 | 2300 | G | 2003 | |
| | | | | | | To | 09-608 | | | | | | | | | | |
| (654) | 3.10 | 300 | R | | | From | 09-805 SOUTH | | | | | | | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-805 NORTH | | | | | | | | | | |
| (654) | 0.70 | 790 | R | | | From | SR 122 | | | | | | | | NA | NA | 1998 |
| | | | | | | To | | | | | | | | | | | |
| (655) | 0.80 | 80 | R | | | From | Dead End | | | | | | | | NA | NA | 07/11/2001 |
| | | | | | | To | 09-653 WEST | | | | | | | | | | |
| (655) | 0.17 | 380 | R | | | From | 09-653 EAST | | | | | | | | NA | NA | 07/11/2001 |
| | | | | | | To | 09-616 SOUTH | | | | | | | | | | |
| (655) | 1.13 | 1300 | G | 93% | 0% | 4% | 1% | 2% | 0% | F | 0.086 | F | 0.539 | 1300 | G | 2003 | |
| | | | | | | To | 09-616 NORTH | | | | | | | | | | |
| (655) | 3.81 | 3000 | G | 93% | 0% | 4% | 1% | 2% | 0% | C | 0.087 | F | 0.509 | 3000 | G | 2003 | |
| | | | | | | To | SR 122 NORTH | | | | | | | | | | |
| (655) | 2.23 | 1400 | G | 92% | 0% | 5% | 1% | 2% | 0% | C | 0.090 | F | 0.562 | 1400 | G | 2003 | |
| | | | | | | From | SR 122 SOUTH | | | | | | | | | | |
| (655) | 2.22 | 700 | R | | | To | 09-654 WEST | | | | | | | | NA | NA | 06/25/2001 |
| | | | | | | From | 09-654 EAST | | | | | | | | | | |
| (655) | 0.73 | 320 | R | | | To | 09-1518 | | | | | | | | NA | NA | 06/25/2001 |
| | | | | | | From | | | | | | | | | | | |
| (655) | 0.05 | 200 | R | | | To | 09-1501 | | | | | | | | NA | NA | 06/25/2001 |
| | | | | | | From | | | | | | | | | | | |
| (655) | 0.10 | 48 | R | | | To | 09-1502 | | | | | | | | NA | NA | 06/25/2001 |
| | | | | | | From | Dead End | | | | | | | | | | |
| (656) | 0.07 | 10 | R | | | To | Dead End | | | | | | | | NA | NA | 07/02/2001 |
| | | | | | | From | 0.07 ME Dead End | | | | | | | | | | |
| (656) | 0.04 | 20 | R | | | To | 09-1305 | | | | | | | | NA | NA | 07/02/2001 |
| | | | | | | From | | | | | | | | | | | |
| (656) | 0.03 | 40 | R | | | To | 09-1306 | | | | | | | | NA | NA | 07/02/2001 |
| | | | | | | From | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (656) | 0.23 | 180 | R | | | From | 09-1306 | | | | | | | NA | NA | 07/02/2001 |
| (656) | 0.77 | 420 | R | | | To | 09-1304 EAST | | | | | | | NA | NA | 07/02/2001 |
| (656) | | | | | | To | 09-626 | | | | | | | | | |
| (657) | 4.00 | 45 | R | | | From | 09-644 | | | | | | | NA | NA | 05/31/2001 |
| (657) | 2.50 | 30 | R | | | To | 09-652 | | | | | | | NA | NA | 05/31/2001 |
| (657) | 0.70 | 80 | R | | | From | 09-651 | | | | | | | NA | NA | 1998 |
| (657) | | | | | | To | US 501 | | | | | | | | | |
| (658) | 1.30 | 130 | R | | | From | Dead End | | | | | | | NA | NA | 1998 |
| (658) | 1.02 | 1200 | R | | | To | 09-624 | | | | | | | NA | NA | 1998 |
| (658) | | | | | | From | 09-1016 | | | | | | | | | |
| (658) | 0.25 | 1500 | R | | | To | WCL LYNCHBURG | | | | | | | NA | NA | 1998 |
| (659) | 1.46 | 1100 | G | 95% | 1% | 3% | 0% | 1% | 0% | C | 0.109 | F | 0.545 | 1100 | G | 2003 |
| (660) | 1.25 | 3000 | G | 96% | 1% | 2% | 1% | 1% | 0% | C | 0.119 | F | 0.704 | 3200 | G | 2003 |
| (660) | 1.05 | 1900 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.128 | F | 0.663 | 2000 | G | 2003 |
| (660) | 0.50 | 420 | R | | | To | 09-659 | | | | | | | NA | NA | 1998 |
| (660) | | | | | | From | 09-1225 | | | | | | | | | |
| (660) | 1.70 | 50 | R | | | To | 09-644 | | | | | | | NA | NA | 06/06/2001 |
| (661) | 0.32 | 4100 | G | 98% | 0% | 2% | 0% | 0% | 0% | F | 0.126 | F | 0.733 | 4300 | G | 2003 |
| (661) | | | | | | To | 09-1576 SOUTH | | | | | | | | | |
| (661) | 0.96 | 4400 | G | 98% | 0% | 2% | 0% | 0% | 0% | F | 0.122 | F | 0.827 | 4600 | G | 2003 |
| (661) | 0.85 | 6000 | G | 98% | 0% | 2% | 0% | 0% | 0% | C | 0.12 | F | 0.699 | 6300 | G | 2003 |
| (662) | 0.28 | 60 | R | | | From | Dead End | | | | | | | NA | NA | 06/11/2001 |
| (662) | | | | | | To | 0.28 MN Dead End | | | | | | | | | |
| (662) | 0.31 | 60 | R | | | From | 09-663 NORTH | | | | | | | NA | NA | 06/11/2001 |
| (662) | | | | | | To | 09-663 SOUTH | | | | | | | | | |
| (662) | 0.41 | 480 | R | | | | 0.41 MN 09-663 | | | | | | | NA | NA | 1998 |
| (662) | 2.29 | 80 | R | | | From | 09-621 | | | | | | | NA | NA | 1998 |
| (663) | 0.90 | 9000 | G | 95% | 2% | 2% | 0% | 1% | 0% | C | 0.131 | F | 0.509 | 9500 | G | 2003 |
| (663) | | | | | | To | US 221 | | | | | | | | | |
| (663) | 1.40 | 4200 | G | 95% | 2% | 2% | 0% | 1% | 0% | F | 0.102 | F | 0.628 | 4200 | G | 2003 |
| (663) | | | | | | To | 09-662 NORTH | | | | | | | | | |
| (663) | | | | | | From | 09-1430 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|------------------|-------|--------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (663) | 2.10 | 1200 | G | 95% | 2% | 2% | 0% | 1% | 0% | F | 0.116 | F | 0.745 | 1300 | G | 2003 |
| | | | | From: | 09-1430 | | | | | | | | | | | |
| | | | | To: | 09-644 | | | | | | | | | | | |
| (664) | 0.95 | 40 | R | | | From: | 09-646 | | | | | NA | | NA | | 06/13/2001 |
| | | | | To: | Dead End | | | | | | | | | | | |
| (665) | 3.30 | 60 | R | | | From: | 09-668 | | | | | NA | | NA | | 06/13/2001 |
| | | | | To: | 09-644 | | | | | | | | | | | |
| (665) | 3.00 | 60 | R | | | From: | 09-646 | | | | | NA | | NA | | 05/31/2001 |
| | | | | To: | Dead End | | | | | | | | | | | |
| (666) | 1.90 | 70 | R | | | From: | 09-646 | | | | | NA | | NA | | 06/11/2001 |
| | | | | To: | 0.39 ME 09-1044 | | | | | | | | | | | |
| (666) | 0.05 | 190 | R | | | From: | 0.44 M FRM 09-1044 | | | | | NA | | NA | | 1998 |
| | | | | To: | 1.69 ME 09-1044 | | | | | | | | | | | |
| (666) | 1.25 | 190 | R | | | From: | US 221 | | | | | NA | | NA | | 1998 |
| | | | | To: | Dead End | | | | | | | | | | | |
| (667) | 0.40 | 10 | R | | | From: | Dead End | | | | | NA | | NA | | 06/27/2001 |
| | | | | To: | 0.40 ME Dead End | | | | | | | | | | | |
| (667) | 0.10 | 10 | R | | | From: | SR 43 | | | | | NA | | NA | | 06/27/2001 |
| | | | | To: | 09-709 | | | | | | | | | | | |
| (668) | 1.39 | 280 | R | | | From: | 09-709 | | | | | NA | | NA | | 1998 |
| | | | | To: | 1.39 MN 09-709 | | | | | | | | | | | |
| (668) | 3.13 | 280 | R | | | From: | US 460 EAST | | | | | NA | | NA | | 1998 |
| | | | | To: | US 460 WEST | | | | | | | | | | | |
| (668) | 4.10 | 510 | G | 96% | 1% | 3% | 0% | 1% | 0% | F | 0.136 | F | 0.592 | 510 | G | 2003 |
| | | | | To: | 09-703 | | | | | | | | | | | |
| (668) | 1.23 | 580 | G | 96% | 1% | 3% | 0% | 1% | 0% | F | 0.126 | F | 0.587 | 580 | G | 2003 |
| | | | | To: | 09-762 NORTH | | | | | | | | | | | |
| (668) | 0.60 | 1200 | G | 96% | 1% | 3% | 0% | 1% | 0% | C | 0.11 | F | 0.752 | 1200 | G | 2003 |
| | | | | To: | US 221 | | | | | | | | | | | |
| (668) | 1.70 | 900 | R | | | From: | US 221 | | | | | NA | | NA | | 1998 |
| | | | | To: | 09-643 | | | | | | | | | | | |
| (668) | 1.50 | 70 | R | | | From: | 09-643 | | | | | NA | | NA | | 06/13/2001 |
| | | | | To: | 09-665 | | | | | | | | | | | |
| (668) | 1.30 | 380 | R | | | From: | 09-646 | | | | | NA | | NA | | 1998 |
| | | | | To: | 09-643 | | | | | | | | | | | |
| (669) | 1.95 | 70 | R | | | From: | Dead End | | | | | NA | | NA | | 05/31/2001 |
| | | | | To: | US 221 | | | | | | | | | | | |
| (670) | 0.50 | 450 | R | | | From: | US 221 | | | | | NA | | NA | | 1998 |
| | | | | To: | 09-637 | | | | | | | | | | | |
| (670) | 3.50 | 130 | R | | | From: | 09-644 | | | | | NA | | NA | | 1998 |
| | | | | To: | US 221 | | | | | | | | | | | |
| (671) | 2.36 | 1500 | G | 93% | 1% | 2% | 2% | 1% | 0% | C | 0.098 | F | 0.563 | 1500 | G | 2003 |
| | | | | To: | US 221 | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|--------|--------|--------|--|----|----------|------------|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (671) | 2.17 | 1000 | G | 93% | 1% | 2% | 2% | 1% | 0% | From US 221 To 09-715 | F | 0.084 | F | 0.568 | 1000 | G | 2003 |
| (672) | 0.12 | 40 | R | | | | | | | From Dead End To US 501 | | | NA | | NA | 1998 | |
| (672) | 0.25 | 20 | R | | | | | | | From 0.25 MS US 501 To 09-752 | | | NA | | NA | 05/31/2001 | |
| (672) | 1.61 | 20 | R | | | | | | | From 09-671 To 09-752 | | | NA | | NA | 05/31/2001 | |
| (673) | 1.53 | 50 | R | | | | | | | From 09-671 To 09-644 | | | NA | | NA | 06/13/2001 | |
| (674) | 2.10 | 60 | R | | | | | | | From 09-644 To 09-643 | | | NA | | NA | 06/13/2001 | |
| (675) | 0.40 | 60 | R | | | | | | | From Dead End To 09-643 | | | NA | | NA | 05/23/2001 | |
| (675) | 1.20 | 290 | R | | | | | | | From SR 122 To 09-644 | | | NA | | NA | 1998 | |
| (675) | 2.80 | 350 | R | | | | | | | From 09-644 To 09-675 | | | NA | | NA | 1998 | |
| (676) | 0.90 | 30 | R | | | | | | | From 09-675 To Dead End | | | NA | | NA | 05/29/2001 | |
| (677) | 1.00 | 80 | R | | | | | | | From Dead End To SR 43 | | | NA | | NA | 05/25/2001 | |
| (678) | 2.65 | 290 | R | | | | | | | From Dead End To SR 43 | | | NA | | NA | 1998 | |
| (679) | 0.40 | 120 | R | | | | | | | From Dead End To WCL BEDFORD | | | NA | | NA | 07/16/2001 | |
| (680) | 2.04 | 40 | R | | | | | | | From 09-746 To 09-744 | | | NA | | NA | 07/16/2001 | |
| (680) | 2.50 | 940 | R | | | | | | | From 09-744 To US 460; US 221 | | | NA | | NA | 07/16/2001 | |
| (680) | 3.00 | 360 | R | | | | | | | From US 460; US 221 To 09-681 | | | NA | | NA | 1998 | |
| (680) | 1.55 | 230 | R | | | | | | | From 09-681 To 09-682 | | | NA | | NA | 1998 | |
| (680) | 0.10 | 750 | G | 94% | 1% | 3% | 1% | 1% | 0% | From 09-682 To 09-684 | C | 0.11 | F | 0.621 | 760 | G | 2003 |
| (680) | 2.29 | 270 | R | | | | | | | From 09-684 To 09-614 | | | NA | | NA | 1998 | |
| (680) | 0.50 | 30 | R | | | | | | | From 09-614 To 0.50 MW 09-614 | | | NA | | NA | 05/23/2001 | |
| (680) | 3.50 | 20 | R | | | | | | | From 0.50 MW 09-614 To 09-695 SOUTH | | | NA | | NA | 05/21/2001 | |
| (680) | 0.70 | 80 | R | | | | | | | From 09-695 SOUTH To 09-693 NORTH | | | NA | | NA | 05/21/2001 | |
| | | | | | | | | | | To 09-693 NORTH | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|----|------------|-------|----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (680) | 0.65 | 40 | R | | | From: | 09-693 SOUTH | | | | | | | | NA | NA | 05/21/2001 |
| | | | | | | To: | Dead End | | | | | | | | | | |
| (681) | 1.50 | 740 | R | | | From: | 09-684 | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To: | US 460 | | | | | | | | | | |
| (681) | 2.30 | 20 | R | | | From: | 09-831 | | | | | | | | NA | NA | 05/23/2001 |
| | | | | | | To: | 09-680 | | | | | | | | | | |
| (682) | 3.55 | 740 | G | 95% | 1% | 3% | 0% | 1% | 0% | C | 0.096 | F | 0.611 | 740 | G | 2003 | |
| | | | | | | From: | SR 43 NORTH | | | | | | | | | | |
| | | | | | | To: | SR 43 SOUTH | | | | | | | | | | |
| (682) | 0.25 | 100 | R | | | | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: | 0.25 ME SR 43 | | | | | | | | | | |
| (682) | 0.64 | 60 | R | | | | | | | | | | | | NA | NA | 05/23/2001 |
| | | | | | | To: | 0.89 ME SR 43 | | | | | | | | | | |
| (682) | 0.81 | 100 | R | | | | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: | 09-640 | | | | | | | | | | |
| (683) | 2.88 | 70 | R | | | From: | 09-682 WEST | | | | | | | | NA | NA | 1998 |
| | | | | | | To: | 09-682 EAST | | | | | | | | | | |
| (684) | 2.09 | 160 | R | | | From: | 09-746 | | | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To: | 2.10 MN 09-746 | | | | | | | | | | |
| (684) | 0.67 | 160 | R | | | | | | | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To: | 09-753 | | | | | | | | | | |
| (684) | 1.70 | 50 | R | | | From: | 09-691 WEST | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To: | 09-691 EAST | | | | | | | | | | |
| (684) | 0.20 | 70 | R | | | | | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To: | 2.89 MS 09-691 | | | | | | | | | | |
| (684) | 0.04 | 190 | R | | | From: | 09-681 | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To: | 09-755 | | | | | | | | | | |
| (684) | 0.14 | 200 | R | | | | | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To: | US 460; US 221 | | | | | | | | | | |
| (684) | 0.23 | 220 | R | | | From: | | | | | | | | | NA | NA | 07/18/2001 |
| | | | | | | To: | 09-831 | | | | | | | | | | |
| (684) | 3.00 | 510 | G | 94% | 2% | 4% | 1% | 1% | 0% | C | 0.105 | F | 0.567 | 520 | G | 2003 | |
| | | | | | | From: | 09-680 | | | | | | | | | | |
| (685) | 1.10 | 30 | R | | | From: | 09-688 | | | | | | | | NA | NA | 05/23/2001 |
| | | | | | | To: | 09-684 | | | | | | | | | | |
| (686) | 1.79 | 50 | R | | | From: | 09-692 | | | | | | | | NA | NA | 1998 |
| | | | | | | To: | 1.79 ME 09-692 | | | | | | | | | | |
| (686) | 1.99 | 160 | R | | | | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: | 09-688 | | | | | | | | | | |
| (687) | 1.10 | 70 | R | | | From: | 09-680 | | | | | | | | NA | NA | 1998 |
| | | | | | | To: | 1.10 MN 09-680 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (687) | 1.18 | 20 | R | | | From | 1.10 MN 09-680 | | | | | NA | | NA | 05/23/2001 |
| | | | | | | To | 09-614 | | | | | | | | |
| (688) | 1.60 | 300 | R | | | From | 09-689 | | | | | NA | | NA | 1998 |
| | | | | | | To | 09-692 | | | | | | | | |
| (688) | 1.00 | 480 | R | | | From | 09-684 | | | | | NA | | NA | 1998 |
| | | | | | | | | | | | | | | | |
| (689) | 2.30 | 160 | R | | | From | US 460 WEST | | | | | NA | | NA | 1998 |
| | | | | | | To | US 460 MID | | | | | | | | |
| (689) | 2.10 | 610 | R | | | From | US 460 EAST | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (690) | 1.90 | 320 | R | | | From | 09-755 | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | US 460; US 221 | | | | | | | | |
| (690) | 0.03 | 480 | R | | | From | 09-689 | | | | | NA | | NA | 1998 |
| | | | | | | To | | | | | | | | | |
| (691) | 2.70 | 600 | R | | | From | US 460; US 221 | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | 09-726 NORTH | | | | | | | | |
| (691) | 1.20 | 230 | R | | | From | 09-726 SOUTH | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | 09-619 WEST | | | | | | | | |
| (691) | 0.51 | 130 | R | | | From | 09-619 EAST | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | 09-755 SOUTH | | | | | | | | |
| (691) | 0.70 | 250 | R | | | From | 09-755 NORTH | | | | | NA | | NA | 07/23/2001 |
| | | | | | | To | 09-684 WEST | | | | | | | | |
| (691) | 3.90 | 40 | R | | | From | 09-684 EAST | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | 09-746 SOUTH | | | | | | | | |
| (691) | 1.60 | 180 | R | | | From | 09-746 NORTH | | | | | NA | | NA | 07/18/2001 |
| | | | | | | To | 09-747 | | | | | | | | |
| (691) | 2.25 | 40 | R | | | From | 09-688 | | | | | NA | | NA | 07/16/2001 |
| | | | | | | To | 09-686 | | | | | | | | |
| (692) | 2.10 | 50 | R | | | From | 09-686 | | | | | NA | | NA | 05/23/2001 |
| | | | | | | To | 09-717 | | | | | | | | |
| (692) | 0.40 | 40 | R | | | From | 09-717 | | | | | NA | | NA | 05/23/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (693) | 1.30 | 80 | R | | | From | 09-695 | | | | | NA | | NA | 1998 |
| | | | | | | To | 09-617 | | | | | | | | |
| (693) | 0.50 | 40 | R | | | From | 09-617 | | | | | NA | | NA | 05/21/2001 |
| | | | | | | To | 09-694 | | | | | | | | |
| (693) | 1.00 | 50 | R | | | From | 09-694 | | | | | NA | | NA | 05/21/2001 |
| | | | | | | To | 09-680 SOUTH | | | | | | | | |
| (693) | 0.30 | 40 | R | | | From | 09-680 SOUTH | | | | | NA | | NA | 05/21/2001 |
| | | | | | | To | 09-680 NORTH | | | | | | | | |
| (693) | 1.20 | 60 | R | | | From | 09-680 NORTH | | | | | NA | | NA | 05/21/2001 |
| | | | | | | To | Dead End | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|----------------------------------|--------|--------|----|----------|------------|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (694) | 0.20 | 170 | R | | | From | 09-695 | | | | | | NA | NA | 1998 | |
| (694) | 1.80 | 40 | R | | | To | 09-693 | | | | | | NA | NA | 05/21/2001 | |
| (694) | | | | | | To | Dead End | | | | | | | | | |
| (695) | 0.54 | 1600 | G | 96% | 0% | 2% | 0% | 1% | 0% | C | 0.109 | F | 0.714 | 1700 | G | 2003 |
| (695) | 0.41 | 930 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.115 | F | 0.713 | 940 | G | 2003 |
| (695) | 2.65 | 780 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.115 | F | 0.670 | 790 | G | 2003 |
| (695) | 2.46 | 530 | G | 95% | 0% | 4% | 0% | 1% | 0% | C | 0.102 | F | 0.696 | 530 | G | 2003 |
| (695) | 3.95 | 160 | G | 95% | 0% | 4% | 0% | 1% | 0% | F | 0.125 | F | 0.571 | 160 | G | 2003 |
| (695) | | | | | | To | Botetourt County Line | | | | | | | | | |
| (696) | 0.60 | 70 | R | | | From | 09-617 | | | | | | NA | NA | 05/21/2001 | |
| (696) | | | | | | To | 09-695 | | | | | | | | | |
| (697) | 1.60 | 490 | R | | | From | US 460; US 221 | | | | | | NA | NA | 1998 | |
| (697) | 0.30 | 20 | R | | | To | Dead End | | | | | | NA | NA | 05/21/2001 | |
| (697) | | | | | | To | 09-617 | | | | | | | | | |
| (698) | 0.18 | 80 | R | | | From | Dead End | | | | | | NA | NA | 1998 | |
| (698) | 0.02 | 70 | R | | | From | US 460; US 221 WEST | | | | | | NA | NA | 1998 | |
| (698) | 2.27 | 170 | R | | | To | 09-802 | | | | | | NA | NA | 1998 | |
| (698) | 0.27 | 270 | R | | | From | 09-843 SOUTH | | | | | | NA | NA | 07/23/2001 | |
| (698) | | | | | | To | US 460; US 221 EAST VILLAMONT RD | | | | | | | | | |
| (698) | | | | | | From | US 460; US 221 MID VILLAMONT RD | | | | | | | | | |
| (698) | 0.15 | 6 | R | | | To | Dead End; Gap Terminus | | | | | | NA | NA | 05/21/2001 | |
| (698) | 0.27 | 30 | R | | | From | 09-606 | | | | | | NA | NA | 05/21/2001 | |
| (698) | 0.83 | 130 | R | | | To | 09-697 | | | | | | NA | NA | 1998 | |
| (699) | 4.45 | 600 | R | | | From | Botetourt County Line | | | | | | NA | NA | 07/23/2001 | |
| (700) | 0.90 | 90 | R | | | To | 09-619 | | | | | | NA | NA | 07/23/2001 | |
| (700) | | | | | | To | Dead End | | | | | | | | | |
| (701) | 1.05 | 380 | R | | | To | 09-759 | | | | | | NA | NA | 07/25/2001 | |
| (701) | | | | | | To | Dead End | | | | | | | | | |
| (702) | 1.00 | 450 | R | | | From | 09-668 | | | | | | NA | NA | 1998 | |
| (702) | | | | | | To | Dead End | | | | | | | | | |
| (703) | 0.80 | 100 | R | | | From | Dead End | | | | | | NA | NA | 1998 | |
| (703) | | | | | | To | 09-668 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------------------|--------|----------|--------|------------|---------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Bedford County | | | | | | | | | | | | | |
| (704) | 1.80 | 150 | R | | | From 09-705 | | | | NA | | NA | 1998 |
| | | | | | | To 09-643 WEST | | | | | | | |
| (704) | 1.10 | 300 | R | | | From 09-643 EAST | | | | NA | | NA | 1998 |
| | | | | | | To 09-811 | | | | | | | |
| (705) | 2.30 | 120 | R | | | From 09-668 | | | | NA | | NA | 1998 |
| | | | | | | To 09-643 | | | | | | | |
| (706) | 0.11 | 80 | R | | | From US 460 | | | | NA | | NA | 1998 |
| | | | | | | To 0.11 MN US 460 | | | | | | | |
| (706) | 2.41 | 60 | R | | | From 09-668 | | | | NA | | NA | 06/18/2001 |
| | | | | | | To SR 43 | | | | | | | |
| (707) | 1.02 | 1100 | G | 94% | 1% | 2% | 0% | 2% | 0% | C 0.103 | F 0.634 | 1100 | G 2003 |
| | | | | | | To SR 24 WEST | | | | | | | |
| | | | | | | From SR 24 EAST | | | | | | | |
| (707) | 2.14 | 110 | R | | | From 09-714 SOUTH | | | | NA | | NA | 1998 |
| | | | | | | To 09-714 NORTH | | | | | | | |
| (707) | 2.20 | 45 | R | | | From 09-715 | | | | NA | | NA | 06/20/2001 |
| | | | | | | To Dead End | | | | | | | |
| (708) | 1.80 | 410 | R | | | From US 460 | | | | NA | | NA | 1998 |
| | | | | | | To SR 24 | | | | | | | |
| (709) | 3.70 | 1600 | G | 95% | 0% | 2% | 1% | 2% | 0% | C 0.096 | F 0.744 | 1600 | G 2003 |
| | | | | | | To 09-811 | | | | | | | |
| (710) | 0.81 | 180 | R | | | From Dead End | | | | NA | | NA | 07/11/2001 |
| | | | | | | To 09-755 | | | | | | | |
| (711) | 2.00 | 400 | R | | | From SR 24 | | | | NA | | NA | 1998 |
| | | | | | | To 09-811 | | | | | | | |
| (711) | 2.30 | 1000 | R | | | From 09-649 | | | | NA | | NA | 06/18/2001 |
| | | | | | | To US 460 | | | | | | | |
| (711) | 0.20 | 1300 | R | | | From 09-808 | | | | NA | | NA | 1998 |
| | | | | | | To Dead End | | | | | | | |
| (712) | 1.00 | 60 | R | | | From SR 24 | | | | NA | | NA | 06/20/2001 |
| | | | | | | To 09-626 | | | | | | | |
| (713) | 2.57 | 170 | R | | | From SCL BEDFORD | | | | NA | | NA | 1998 |
| | | | | | | To 09-723 | | | | | | | |
| (714) | 2.07 | 2000 | G | 93% | 1% | 4% | 1% | 1% | 0% | C 0.094 | F 0.695 | 2100 | G 2003 |
| | | | | | | To 09-784 | | | | | | | |
| (714) | 1.17 | 1100 | G | 93% | 1% | 4% | 1% | 1% | 0% | F 0.101 | F 0.694 | 1100 | G 2003 |
| | | | | | | To 09-715 WEST | | | | | | | |
| (714) | 1.51 | 780 | G | 93% | 1% | 4% | 1% | 1% | 0% | F 0.101 | F 0.675 | 790 | G 2003 |
| | | | | | | To 09-808 EAST | | | | | | | |
| (714) | 4.26 | 290 | G | 93% | 1% | 4% | 1% | 1% | 0% | F 0.118 | F 0.703 | 300 | G 2003 |
| | | | | | | To SR 24 | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|-------------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (715) | 3.40 | 250 | R | | | From | SR 43 | | | | | | | NA | NA | 1998 |
| (715) | 1.55 | 80 | R | | | To | 09-714 WEST | | | | | | | | | |
| (715) | | | | | | From | 09-714 EAST | | | | | | | | | 06/27/2001 |
| (715) | 2.40 | 360 | R | | | To | 09-716 | | | | | | | NA | NA | 1998 |
| (715) | 0.50 | 30 | R | | | From | US 460 | | | | | | | NA | NA | 06/13/2001 |
| (715) | 1.10 | 1200 | G | 93% | 1% | 3% | 3% | 1% | 0% | C | 0.095 | F | 0.628 | 1200 | G | 2003 |
| (715) | 2.12 | 400 | R | | | To | 09-671 | | | | | | | NA | NA | 1998 |
| (715) | | | | | | From | US 221 | | | | | | | | | |
| (716) | 1.50 | 120 | R | | | To | 09-715 | | | | | | | NA | NA | 1998 |
| (716) | | | | | | From | Dead End | | | | | | | | | |
| (717) | 1.29 | 120 | R | | | To | 09-689 | | | | | | | NA | NA | 1998 |
| (717) | 4.21 | 40 | R | | | From | 1.29 MN 09-689 | | | | | | | NA | NA | 05/23/2001 |
| (718) | 0.50 | 750 | G | 97% | 1% | 1% | 0% | 1% | 0% | C | 0.113 | F | 0.593 | 760 | G | 2003 |
| (718) | 2.20 | 300 | R | | | To | 09-890 | | | | | | | NA | NA | 1998 |
| (718) | | | | | | From | 09-671 | | | | | | | | | |
| (719) | 0.15 | 48 | R | | | To | 09-647 | | | | | | | NA | NA | 1998 |
| (719) | | | | | | From | Dead End | | | | | | | | | |
| (720) | 0.60 | 50 | R | | | To | 09-634 SOUTH | | | | | | | NA | NA | 07/25/2001 |
| (720) | | | | | | From | 09-634 NORTH | | | | | | | | | |
| (721) | 0.80 | 350 | R | | | To | SR 122 | | | | | | | NA | NA | 1998 |
| (721) | | | | | | From | 09-722 | | | | | | | | | |
| (722) | 1.20 | 280 | R | | | To | 09-731 | | | | | | | NA | NA | 1998 |
| (722) | | | | | | From | SR 24 | | | | | | | | | |
| (722) | 0.90 | 250 | R | | | To | 09-725 | | | | | | | NA | NA | 1998 |
| (722) | 0.60 | 30 | R | | | To | 09-819 | | | | | | | NA | NA | 06/27/2001 |
| (722) | 1.80 | 130 | R | | | To | 09-747 | | | | | | | NA | NA | 1998 |
| (722) | 1.70 | 40 | R | | | To | 09-723 | | | | | | | NA | NA | 06/27/2001 |
| (722) | 1.97 | 180 | R | | | To | SR 43 | | | | | | | NA | NA | 1998 |
| (723) | 1.70 | 220 | R | | | To | 09-860 | | | | | | | NA | NA | 1998 |
| (723) | 1.60 | 30 | R | | | To | 09-722 | | | | | | | NA | NA | 06/27/2001 |
| (723) | | | | | | From | SR 43 SOUTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|----------|------------|-------|-----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (723) | 1.19 | 540 | R | | | From: SR 43 NORTH | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 09-714 | | | | | | | | | | |
| (724) | 2.01 | 30 | R | | | From: 09-722; 09-723 | | | | | | | | NA | NA | 06/27/2001 |
| | | | | | | To: 2.01 ME 09-722 | | | | | | | | | | |
| (724) | 0.09 | 40 | R | | | From: SR 43 | | | | | | | | NA | NA | 06/27/2001 |
| | | | | | | To: 09-722 | | | | | | | | | | |
| (725) | 1.50 | 50 | R | | | From: 1.50 ME 09-722 | | | | | | | | NA | NA | 06/27/2001 |
| | | | | | | To: SR 43 SOUTH | | | | | | | | | | |
| (725) | 1.50 | 60 | R | | | From: SR 43 NORTH | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 09-714 | | | | | | | | | | |
| (726) | 3.90 | 450 | G | 95% | 0% | 2% | 1% | 2% | 0% | C | 0.104 | F | 0.592 | 460 | G | 2003 |
| | | | | | | To: US 460; US 221 | | | | | | | | | | |
| (727) | 4.16 | 450 | R | | | From: 09-626 | | | | | | | | NA | NA | 1998 |
| | | | | | | To: SR 24 | | | | | | | | | | |
| (728) | 1.50 | 3 | R | | | From: Dead End | | | | | | | | NA | NA | 06/18/2001 |
| | | | | | | To: SR 43 | | | | | | | | | | |
| (729) | 0.20 | 20 | R | | | From: 09-617 | | | | | | | | NA | NA | 05/21/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (730) | 0.60 | 20 | R | | | From: 09-732 | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: Dead End | | | | | | | | | | |
| (731) | 1.29 | 30 | R | | | From: SR 122 | | | | | | | | NA | NA | 06/27/2001 |
| | | | | | | To: 1.30 ME SR 122 | | | | | | | | | | |
| (731) | 1.01 | 80 | R | | | From: 09-735 | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 09-735 | | | | | | | | | | |
| (731) | 1.40 | 60 | R | | | From: 09-722 | | | | | | | | NA | NA | 06/27/2001 |
| | | | | | | To: 09-722 | | | | | | | | | | |
| (731) | 1.10 | 70 | R | | | From: 09-732 SOUTH | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 09-732 NORTH | | | | | | | | | | |
| (731) | 2.10 | 30 | R | | | From: 09-727 SOUTH | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: 09-727 NORTH | | | | | | | | | | |
| (731) | 1.90 | 45 | R | | | From: 09-626 SOUTH | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: 09-626 NORTH | | | | | | | | | | |
| (731) | 0.36 | 20 | R | | | From: 0.36 ME 09-626 NORTH | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: 0.36 ME 09-626 NORTH | | | | | | | | | | |
| (731) | 0.05 | 20 | R | | | From: 0.41 ME 09-626 NORTH | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: SR 43 | | | | | | | | | | |
| (732) | 0.89 | 20 | R | | | From: 09-734 | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: 09-734 | | | | | | | | | | |
| (732) | 1.10 | 30 | R | | | From: 09-739 | | | | | | | | NA | NA | 07/02/2001 |
| | | | | | | To: 09-739 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|------------------|--------|--------|----|----------|------------|-------|----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (732) | 1.10 | 80 | R | | | From | 09-739 | | | | | NA | | NA | | 1998 |
| (732) | 2.20 | 90 | R | | | To | 09-626 SOUTH | | | | | | | | | 1998 |
| (732) | 0.18 | 70 | R | | | From | 09-626 NORTH | | | | | | | | | |
| (732) | 0.80 | 50 | R | | | To | 09-737 | | | | | | | | | 06/27/2001 |
| (732) | 3.90 | 120 | R | | | From | 09-735 | | | | | | | | | 06/27/2001 |
| (732) | 0.80 | 6 | R | | | To | SR 24 | | | | | | | | | 1998 |
| (733) | 0.80 | 130 | R | | | From | Dead End | | | | | | | | | 06/20/2001 |
| (734) | 2.50 | 790 | R | | | To | 09-834 | | | | | | | | | |
| (734) | 5.40 | 320 | R | | | From | 09-630 | | | | | | | | | 1998 |
| (734) | 0.50 | 50 | R | | | To | Dead End | | | | | | | | | 07/02/2001 |
| (735) | 1.14 | 80 | R | | | From | 09-608 SOUTH | | | | | | | | | 06/27/2001 |
| (735) | 2.16 | 200 | R | | | To | 09-608 NORTH | | | | | | | | | 1998 |
| (735) | 1.30 | 410 | R | | | From | 09-732 | | | | | | | | | 1998 |
| (735) | 0.70 | 900 | G | | | To | 09-817 | | | | | | | | | |
| (735) | 0.67 | 40 | R | | | From | 1.14 MN 09-817 | | | | | | | | | 06/27/2001 |
| (736) | 0.93 | 160 | R | | | To | SR 24 | | | | | | | | | 1998 |
| (736) | 1.20 | 180 | R | | | From | SR 122 | | | | | | | | | 1998 |
| (736) | 1.50 | 70 | R | | | To | Dead End | | | | | | | | | 07/16/2001 |
| (736) | 0.93 | 160 | R | | | From | 0.67 MS Dead End | | | | | | | | | |
| (736) | 1.20 | 180 | R | | | To | SR 122 | | | | | | | | | 1998 |
| (736) | 1.59 | 70 | R | | | From | Dead End | | | | | | | | | 1998 |
| (737) | 2.09 | 30 | R | | | To | 09-608 | | | | | | | | | 07/02/2001 |
| (737) | 0.05 | 30 | R | | | From | 1.50 ME 09-608 | | | | | | | | | 07/02/2001 |
| (737) | 1.70 | 40 | R | | | To | 09-805 | | | | | | | | | 06/27/2001 |
| (737) | 0.05 | 30 | R | | | From | 2.09 ME 09-805 | | | | | | | | | 06/27/2001 |
| (738) | 1.70 | 40 | R | | | To | 09-732 | | | | | | | | | 1998 |
| (738) | 1.70 | 40 | R | | | From | 09-626 | | | | | | | | | |
| (738) | 1.70 | 40 | R | | | To | 09-805 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|-----|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (739) | 2.10 | 30 | R | | | From | 09-608 | | | | | | NA | NA | 07/02/2001 | |
| | | | | | | To | 09-732 | | | | | | | | | |
| (740) | 0.92 | 100 | R | | | From | Dead End | | | | | | NA | NA | 07/02/2001 | |
| | | | | | | To | 09-608 | | | | | | | | | |
| (741) | 0.80 | 250 | R | | | From | US 460; US 221 | | | | | | NA | NA | 1998 | |
| | | | | | | To | 09-812 | | | | | | | | | |
| (741) | 1.00 | 10 | R | | | From | 09-695 | | | | | | NA | NA | 05/21/2001 | |
| | | | | | | To | Dead End | | | | | | | | | |
| (742) | 0.60 | 40 | R | | | From | 09-644 | | | | | | NA | NA | 05/31/2001 | |
| | | | | | | To | Dead End | | | | | | | | | |
| (743) | 2.20 | 130 | R | | | From | 09-654 | | | | | | NA | NA | 07/02/2001 | |
| | | | | | | To | 09-805 | | | | | | | | | |
| (744) | 1.29 | 30 | R | | | From | 09-680 | | | | | | NA | NA | 07/18/2001 | |
| | | | | | | To | 1.29 MS 09-680 | | | | | | | | | |
| (744) | 0.51 | 120 | R | | | From | 09-681 | | | | | | NA | NA | 07/18/2001 | |
| | | | | | | To | Dead End | | | | | | | | | |
| (745) | 2.10 | 40 | R | | | From | 09-747 | | | | | | NA | NA | 07/16/2001 | |
| | | | | | | To | 09-746 SOUTH | | | | | | | | | |
| | | | | | | From | 09-746 NORTH | | | | | | | | | |
| (745) | 1.00 | 60 | R | | | To | Dead End | | | | | | NA | NA | 07/16/2001 | |
| | | | | | | From | SR 24 | | | | | | | | | |
| (746) | 3.55 | 710 | G | 96% | 0% | 3% | 0% | 1% | 0% | F | 0.096 | F | 0.799 | 720 | G | 2003 |
| | | | | | | To | 09-749 | | | | | | | | | |
| (746) | 0.60 | 640 | G | 96% | 0% | 3% | 0% | 1% | 0% | F | 0.113 | F | 0.558 | 650 | G | 2003 |
| | | | | | | To | 09-801 | | | | | | | | | |
| (746) | 2.70 | 500 | G | 96% | 0% | 3% | 0% | 1% | 0% | F | 0.106 | F | 0.504 | 500 | G | 2003 |
| | | | | | | To | 09-691 WEST | | | | | | | | | |
| (746) | 1.60 | 540 | G | 96% | 0% | 3% | 0% | 1% | 0% | F | 0.103 | F | 0.616 | 550 | G | 2003 |
| | | | | | | To | 09-680 | | | | | | | | | |
| (746) | 3.80 | 880 | G | 96% | 0% | 3% | 0% | 1% | 0% | C | 0.088 | F | 0.671 | 890 | G | 2003 |
| | | | | | | To | SR 122 | | | | | | | | | |
| (747) | 6.60 | 800 | R | | | From | SR 24 | | | | | | NA | NA | 07/16/2001 | |
| | | | | | | To | SR 122 | | | | | | | | | |
| (747) | 0.07 | 330 | R | | | From | SR 122 | | | | | | NA | NA | 1998 | |
| | | | | | | To | 09-860 SOUTH | | | | | | | | | |
| (747) | 2.20 | 150 | R | | | From | 09-722 | | | | | | NA | NA | 1998 | |
| | | | | | | To | 09-608 | | | | | | | | | |
| (748) | 2.45 | 60 | R | | | From | 2.45 MN 09-608 | | | | | | NA | NA | 07/09/2001 | |
| | | | | | | To | SR 24 | | | | | | | | | |
| (748) | 1.00 | 170 | R | | | From | 09-655 | | | | | | NA | NA | 07/09/2001 | |
| | | | | | | To | 2.79 MN 09-655 | | | | | | | | | |
| (749) | 2.79 | 45 | R | | | From | 2.79 MN 09-655 | | | | | | NA | NA | 07/09/2001 | |
| | | | | | | To | Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | |
|-----------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|-------|------------|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (749) | 0.61 | 80 | R | | | From | 2.79 MN 09-655 | | | | | NA | | NA | 07/09/2001 | | |
| (749) | 0.60 | 300 | R | | | To | 09-608 SOUTH | | | | | NA | | NA | 07/09/2001 | | |
| (749) | 0.80 | 380 | R | | | To | 09-608 NORTH | | | | | NA | | NA | 07/09/2001 | | |
| (749) | 1.66 | 60 | R | | | From | SR 24 | | | | | NA | | NA | 07/18/2001 | | |
| (749) | | | | | | To | 09-746 | | | | | | | | | | |
| (750) | 3.50 | 800 | R | | | From | Cul-de-Sac | | | | | NA | | NA | 07/11/2001 | | |
| (750) | | | | | | To | 09-655 | | | | | | | | | | |
| (751) | 1.00 | 40 | R | | | From | US 460; US 221 | | | | | NA | | NA | 05/21/2001 | | |
| (751) | | | | | | To | Dead End | | | | | | | | | | |
| (752) | 1.70 | 20 | R | | | From | 09-652 | | | | | NA | | NA | 05/31/2001 | | |
| (752) | | | | | | To | 09-672 | | | | | | | | | | |
| (752) | 0.70 | 30 | R | | | From | US 501 | | | | | NA | | NA | 05/31/2001 | | |
| (753) | 1.90 | 48 | R | | | From | 09-754 | | | | | NA | | NA | 07/18/2001 | | |
| (753) | | | | | | To | 09-684 | | | | | | | | | | |
| (754) | 3.50 | 230 | R | | | From | 09-746 | | | | | NA | | NA | 07/18/2001 | | |
| (754) | | | | | | To | 09-753 | | | | | | | | | | |
| (754) | 1.00 | 60 | R | | | From | 09-755 | | | | | NA | | NA | 07/18/2001 | | |
| (755) | 3.52 | 1200 | R | | | From | 09-757 | | | | | NA | | NA | 07/11/2001 | | |
| (755) | | | | | | To | SR 24 WEST | | | | | | | | | | |
| (755) | | | | | | From | SR 24 EAST | | | | | | | | | | |
| (755) | 1.83 | 700 | R | | | From | 09-650 NORTH | | | | | NA | | NA | 07/23/2001 | | |
| (755) | | | | | | To | 09-650 NORTH | | | | | | | | | | |
| (755) | 0.46 | 400 | R | | | From | 0.46 MN 09-650 NORTH | | | | | NA | | NA | 07/23/2001 | | |
| (755) | | | | | | To | 0.46 MN 09-650 NORTH | | | | | | | | | | |
| (755) | 1.46 | 90 | R | | | From | 09-616 SOUTH | | | | | NA | | NA | 07/23/2001 | | |
| (755) | | | | | | To | 09-616 SOUTH | | | | | | | | | | |
| (755) | 2.70 | 30 | R | | | From | 09-616 NORTH | | | | | NA | | NA | 07/18/2001 | | |
| (755) | | | | | | To | 09-616 NORTH | | | | | | | | | | |
| (755) | 4.67 | 330 | R | | | From | 09-754 | | | | | NA | | NA | 07/18/2001 | | |
| (755) | | | | | | To | 09-754 | | | | | | | | | | |
| (755) | 0.70 | 30 | R | | | From | 09-689 | | | | | NA | | NA | 07/18/2001 | | |
| (755) | | | | | | To | 09-684 | | | | | | | | | | |
| (756) | 1.80 | 50 | R | | | From | 09-653 | | | | | NA | | NA | 07/11/2001 | | |
| (756) | | | | | | To | 09-616 | | | | | | | | | | |
| (757) | 0.25 | 5000 | G | 96% | 0% | 2% | 1% | 1% | 0% | | F | 0.095 | F | 0.72 | 5000 | G | 2003 |
| (757) | | | | | | From | SR 24 | | | | | | | | | | |
| (757) | 3.48 | 3700 | G | 96% | 0% | 2% | 1% | 1% | 0% | | C | 0.092 | F | 0.759 | 3700 | G | 2003 |
| (757) | | | | | | To | 09-619 | | | | | | | | | | |
| (757) | 1.90 | 2700 | G | 96% | 0% | 2% | 1% | 1% | 0% | | F | 0.095 | F | 0.695 | 2800 | G | 2003 |
| (757) | | | | | | To | 09-758 | | | | | | | | | | |
| (757) | | | | | | From | 09-1535 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------------------|-----|-------|--------|--------|--------|-------------------|----|----------|------------|-------|------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (757) | 1.47 | 2400 | G | 96% | 0% | 2% | 1% | 1% | 0% | From 09-1535 | F | 0.093 | F | 0.644 | 2500 | G | 2003 |
| (757) | 1.62 | 200 | R | From 09-653 EAST | | | | | | To | NA | | | NA | | 07/11/2001 | |
| (757) | 0.58 | 260 | G | 96% | 0% | 2% | 1% | 1% | 0% | From 09-616 SOUTH | F | 0.091 | F | 0.712 | 270 | G | 2003 |
| (757) | 0.86 | 1300 | G | 96% | 0% | 2% | 1% | 1% | 0% | From 09-616 NORTH | F | 0.093 | F | 0.819 | 1300 | G | 2003 |
| (757) | | | | To 09-608 | | | | | | To | | | | | | | |
| (758) | 2.81 | 1200 | R | From Dead End | | | | | | To | NA | | | NA | | 07/11/2001 | |
| (759) | 0.10 | 490 | R | From 09-757 | | | | | | To | NA | | | NA | | 07/25/2001 | |
| (759) | 2.15 | 100 | R | From 09-619 | | | | | | To 09-701 | | | | NA | | 07/25/2001 | |
| (760) | 1.00 | 410 | R | From Dead End | | | | | | To | NA | | | NA | | 07/25/2001 | |
| (760) | 0.50 | 6 | R | From 09-634 | | | | | | To 1.00 ME 09-634 | | | | NA | | 07/25/2001 | |
| (761) | 0.75 | 250 | R | From Dead End | | | | | | To | NA | | | NA | | 1998 | |
| (761) | 0.90 | 690 | G | 91% | 1% | 5% | 1% | 2% | 0% | From US 501 | C | 0.093 | F | 0.567 | 690 | G | 2003 |
| (761) | 0.80 | 280 | R | From 09-645 SOUTH | | | | | | To | NA | | | NA | | 1998 | |
| (761) | 1.40 | 100 | R | From 09-645 NORTH | | | | | | To | NA | | | NA | | 1998 | |
| (762) | 1.00 | 50 | R | From Dead End | | | | | | To | NA | | | NA | | 06/18/2001 | |
| (762) | 1.00 | 150 | R | From 09-668 SOUTH | | | | | | To 09-668 NORTH | | | | NA | | 1998 | |
| (763) | 0.10 | 20 | R | From 09-643 NORTH | | | | | | To US 501 | | | | NA | | 1998 | |
| (764) | 1.70 | 10 | R | From Dead End | | | | | | To 09-640 | | | | NA | | 05/29/2001 | |
| (765) | 2.00 | 40 | R | From Dead End | | | | | | To 09-640 | | | | NA | | 05/29/2001 | |
| (766) | 2.20 | 40 | R | From Dead End | | | | | | To 09-640 | | | | NA | | 05/29/2001 | |
| (767) | 0.45 | 100 | R | From ECL BEDFORD | | | | | | To Dead End | | | | NA | | 06/27/2001 | |
| (768) | 0.60 | 50 | R | From Dead End | | | | | | To 09-645 | | | | NA | | 06/04/2001 | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (769) | 1.60 | 150 | R | | | From | 09-671 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | | |
| (770) | 0.36 | 280 | R | | | From | 09-607 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | | |
| (771) | 0.04 | 20 | R | | | From | 09-732 | | | | | NA | | NA | NA | 06/27/2001 |
| | | | | | | To | Dead End | | | | | | | | | |
| (772) | 0.09 | 6 | R | | | From | Dead End | | | | | NA | | NA | NA | 05/29/2001 |
| | | | | | | To | 09-875 | | | | | | | | | |
| (772) | 0.25 | 40 | R | | | From | 09-600 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 221 | | | | | | | | | |
| (773) | 0.30 | 100 | R | | | From | 09-609 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 221 | | | | | | | | | |
| (774) | 0.80 | 100 | R | | | From | Dead End | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | 09-616 | | | | | | | | | |
| (775) | 0.20 | 120 | R | | | From | 09-699 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 0.20 MS 09-699 | | | | | | | | | |
| (775) | 0.49 | 120 | R | | | From | 09-1490 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | | |
| (775) | 0.81 | 60 | R | | | From | US 501 | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | 09-604 | | | | | | | | | |
| (776) | 0.10 | 190 | R | | | From | US 460 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | | |
| (777) | 1.00 | 350 | R | | | From | Dead End | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | | |
| (778) | 0.25 | 60 | R | | | From | Dead End | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-623 | | | | | | | | | |
| (779) | 0.31 | NA | | | | From | US 221 | | | | | NA | | NA | NA | |
| | | | | | | To | Dead End | | | | | | | | | |
| (780) | 0.70 | 40 | R | | | From | 09-698 | | | | | NA | | NA | NA | 05/21/2001 |
| | | | | | | To | 09-606 | | | | | | | | | |
| (781) | 0.80 | 100 | R | | | From | 09-644 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 0.80 ME 09-644 | | | | | | | | | |
| (781) | 0.60 | 60 | R | | | From | 09-621 | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To | SR 122 | | | | | | | | | |
| (782) | 0.20 | 20 | R | | | From | Dead End | | | | | NA | | NA | NA | 05/29/2001 |
| | | | | | | To | Dead End | | | | | | | | | |
| (783) | 0.10 | 3 | R | | | From | 09-639 | | | | | NA | | NA | NA | 05/29/2001 |
| | | | | | | To | Dead End | | | | | | | | | |
| (784) | 2.60 | 290 | R | | | From | 09-714 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-715 SOUTH | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|----------|----|------------|-------|----|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (784) | 1.90 | 250 | R | | | From: 09-715 NORTH | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: US 460 | | | | | | | | | | | |
| (785) | 0.06 | 20 | R | | | From: 09-622 | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (786) | 1.20 | 30 | R | | | From: 09-671 | | | | | | | | | NA | NA | 06/13/2001 |
| | | | | | | To: 09-715 | | | | | | | | | | | |
| (787) | 0.50 | 20 | R | | | From: Dead End | | | | | | | | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-616 | | | | | | | | | | | |
| (788) | 0.50 | 50 | R | | | From: 09-634 | | | | | | | | | NA | NA | 07/25/2001 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (789) | 0.10 | 20 | R | | | From: US 501 | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (790) | 0.50 | 130 | R | | | From: Dead End | | | | | | | | | NA | NA | 07/16/2001 |
| | | | | | | To: 09-746 | | | | | | | | | | | |
| (791) | 0.20 | 110 | G | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.221 | F | 0.56 | 110 | G | 2003 | |
| | | | | | | From: Dead End | | | | | | | | | | | |
| (791) | 0.33 | 49 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.203 | F | 0.667 | 49 | G | 2003 | |
| | | | | | | To: SR 24 | | | | | | | | | | | |
| (791) | 0.20 | 80 | R | | | From: SR 24 | | | | | | | | | NA | NA | 07/11/2001 |
| | | | | | | To: 0.20 ME SR 24 | | | | | | | | | | | |
| (791) | 0.50 | 50 | R | | | From: Dead End | | | | | | | | | NA | NA | 07/11/2001 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (792) | 0.15 | 30 | R | | | From: Dead End | | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To: SR 24 | | | | | | | | | | | |
| (792) | 0.36 | 150 | R | | | From: SR 24 | | | | | | | | | NA | NA | 1998 |
| | | | | | | To: 0.36 ME SR 24 | | | | | | | | | | | |
| (792) | 0.94 | 50 | R | | | From: Dead End | | | | | | | | | NA | NA | 06/18/2001 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (793) | 2.00 | 30 | R | | | From: 09-608 | | | | | | | | | NA | NA | 07/09/2001 |
| | | | | | | To: 09-806 | | | | | | | | | | | |
| (794) | 1.20 | 210 | R | | | From: 09-645 | | | | | | | | | NA | NA | 06/04/2001 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (795) | 0.70 | 50 | R | | | From: SR 122 | | | | | | | | | NA | NA | 05/29/2001 |
| | | | | | | To: Dead End | | | | | | | | | | | |
| (796) | 0.32 | 400 | R | | | From: SR 24 | | | | | | | | | NA | NA | 07/25/2001 |
| | | | | | | To: 09-635 | | | | | | | | | | | |
| (797) | 0.03 | 20 | R | | | From: 09-608 | | | | | | | | | NA | NA | 07/09/2001 |
| | | | | | | To: 0.03 ME 09-608 | | | | | | | | | | | |
| (797) | 1.07 | 10 | R | | | From: Dead End | | | | | | | | | NA | NA | 07/09/2001 |
| | | | | | | To: Dead End | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | | | | |
|-----------------------|--------|------|----|-------|-----|-------|---------------------|--------|--------|----|----------|------------|-------|-------|------------|-------|------|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | | |
| (798) | 0.50 | 100 | R | | | From | 09-707 | | | | | | NA | NA | 1998 | | | | |
| (798) | 0.90 | 80 | R | | | To | 0.50 ME 09-707 | | | | | | NA | NA | 06/18/2001 | | | | |
| (799) | 0.30 | 150 | R | | | From | US 221 | | | | | | NA | NA | 1998 | | | | |
| (800) | 1.10 | 130 | R | | | To | Dead End | | | | | | NA | NA | 07/11/2001 | | | | |
| (801) | 3.35 | 1900 | G | | | From | SR 122 | | | | | | C | 0.099 | F | 0.542 | 1900 | G | 2003 |
| (801) | 0.75 | 530 | R | | | To | SR 24 | | | | | | NA | NA | 06/16/2001 | | | | |
| (801) | 1.00 | 410 | R | | | From | 09-747 | | | | | | NA | NA | 07/16/2001 | | | | |
| (801) | | | | | | To | 09-746 | | | | | | | | | | | | |
| (802) | 0.35 | 270 | R | | | From | US 460; US 221 WEST | | | | | | NA | NA | 07/23/2001 | | | | |
| (802) | | | | | | To | US 460; US 221 EAST | | | | | | | | | | | | |
| (803) | 0.50 | 1200 | G | | | From | US 460 | | | | | | C | 0.094 | F | 0.619 | 1200 | G | 2003 |
| (803) | | | | | | To | 09-715 | | | | | | | | | | | | |
| (804) | 0.62 | 20 | R | | | From | Dead End | | | | | | NA | NA | 06/27/2001 | | | | |
| (804) | | | | | | To | 0.62 MN Dead End | | | | | | | | | | | | |
| (804) | 1.54 | 190 | R | | | From | 09-714 | | | | | | NA | NA | 1992 | | | | |
| (805) | 7.43 | 380 | R | | | From | SR 122 | | | | | | NA | NA | 07/02/2001 | | | | |
| (805) | | | | | | To | 09-626 | | | | | | | | | | | | |
| (806) | 1.20 | 90 | R | | | From | SR 122; 09-9044 | | | | | | NA | NA | 07/09/2001 | | | | |
| (806) | | | | | | To | 09-793 | | | | | | | | | | | | |
| (806) | 2.29 | 30 | R | | | From | 2.29 MN 09-793 | | | | | | NA | NA | 07/09/2001 | | | | |
| (806) | | | | | | To | 09-801 | | | | | | | | | | | | |
| (807) | 1.19 | 70 | R | | | From | 09-801 | | | | | | NA | NA | 07/09/2001 | | | | |
| (807) | | | | | | To | SR 24 | | | | | | | | | | | | |
| (807) | 1.73 | 30 | R | | | From | 1.73 MS SR 24 | | | | | | NA | NA | 07/16/2001 | | | | |
| (807) | | | | | | To | 09-747 | | | | | | | | | | | | |
| (808) | 2.40 | 30 | R | | | From | 09-715 | | | | | | NA | NA | 06/20/2001 | | | | |
| (808) | | | | | | To | 09-714 WEST | | | | | | | | | | | | |
| (808) | 1.50 | 50 | R | | | From | 09-714 EAST | | | | | | | | | | | | |
| (808) | | | | | | To | 1.50 MS 09-714 EAS | | | | | | NA | NA | 06/20/2001 | | | | |
| (808) | 0.90 | 130 | R | | | From | 09-712 | | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|-------|----|-------|-----|-------|--------------|--------|--------|----|----------|----|------------|-------|----|------------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | |
| (808) | 0.10 | 200 | R | | | From | 09-712 | | | | | | | | NA | NA | 06/20/2001 |
| | | | | | | To | SR 24 | | | | | | | | | | |
| (809) | 0.06 | 30 | R | | | From | 09-604 | | | | | | | | NA | NA | 05/31/2001 |
| | | | | | | To | Dead End | | | | | | | | | | |
| (811) | 1.18 | 850 | G | 94% | 1% | 3% | 0% | 2% | 0% | C | 0.103 | F | 0.552 | 860 | G | 2003 | |
| | | | | | | From | 09-709 | | | | | | | | | | |
| (811) | 1.57 | 3100 | G | 94% | 0% | 2% | 1% | 2% | 0% | C | 0.097 | F | 0.636 | 3100 | G | 2003 | |
| | | | | | | From | US 460 | | | | | | | | | | |
| (811) | 0.47 | 4400 | G | 95% | 1% | 3% | 1% | 1% | 0% | F | 0.108 | F | 0.548 | 4500 | G | 2003 | |
| | | | | | | To | 09-643 | | | | | | | | | | |
| (811) | 3.14 | 4200 | G | 95% | 1% | 3% | 1% | 1% | 0% | F | 0.101 | F | 0.578 | 4200 | G | 2003 | |
| | | | | | | From | 09-622 SOUTH | | | | | | | | | | |
| (811) | 0.48 | 10000 | G | 95% | 1% | 3% | 1% | 1% | 0% | C | 0.098 | F | 0.612 | 11000 | G | 2003 | |
| | | | | | | To | 09-622 NORTH | | | | | | | | | | |
| (811) | 0.16 | 11000 | G | 95% | 1% | 3% | 1% | 1% | 0% | F | 0.103 | F | 0.733 | 12000 | G | 2003 | |
| | | | | | | To | 09-661 | | | | | | | | | | |
| (811) | 0.99 | 9700 | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.105 | F | 0.675 | 10000 | G | 2003 | |
| | | | | | | From | US 221 | | | | | | | | | | |
| (812) | 0.70 | 200 | R | | | From | 09-695 | | | | | | | NA | NA | 05/21/2001 | |
| | | | | | | To | 09-741 | | | | | | | | | | |
| (813) | 0.50 | 10 | R | | | From | Dead End | | | | | | | NA | NA | 06/27/2001 | |
| | | | | | | To | 09-714 | | | | | | | | | | |
| (814) | 1.15 | 70 | R | | | From | Dead End | | | | | | | NA | NA | 05/29/2001 | |
| | | | | | | To | SR 122 | | | | | | | | | | |
| (815) | 0.60 | 80 | R | | | From | 09-715 | | | | | | | NA | NA | 06/13/2001 | |
| | | | | | | To | Dead End | | | | | | | | | | |
| (816) | 0.80 | 48 | R | | | From | Dead End | | | | | | | NA | NA | 07/18/2001 | |
| | | | | | | To | 09-754 | | | | | | | | | | |
| (817) | 1.80 | 20 | R | | | From | 09-735 | | | | | | | NA | NA | 06/27/2001 | |
| | | | | | | To | 09-732 | | | | | | | | | | |
| (818) | 0.35 | 60 | R | | | From | Dead End | | | | | | | NA | NA | 06/20/2001 | |
| | | | | | | To | 09-708 | | | | | | | | | | |
| (819) | 1.20 | 180 | R | | | From | SR 24 | | | | | | | NA | NA | 06/27/2001 | |
| | | | | | | To | 09-722 | | | | | | | | | | |
| (820) | 0.10 | 30 | R | | | From | Dead End | | | | | | | NA | NA | 05/29/2001 | |
| | | | | | | To | 09-601 | | | | | | | | | | |
| (821) | 0.30 | 170 | R | | | From | SR 122 | | | | | | | NA | NA | 06/25/2001 | |
| | | | | | | To | Dead End | | | | | | | | | | |
| (822) | 0.50 | 20 | R | | | From | Dead End | | | | | | | NA | NA | 05/31/2001 | |
| | | | | | | To | 09-638 | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|-----|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (823) | 0.10 | 50 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 | |
| (823) | 0.36 | 140 | R | | | To | 09-1555 | | | | NA | | NA | NA | 06/25/2001 | |
| (823) | 1.70 | 450 | R | | | To | 09-1550 | | | | NA | | NA | NA | 06/25/2001 | |
| (824) | 0.30 | 40 | R | | | From | 09-643 | | | | NA | | NA | NA | 06/13/2001 | |
| (824) | | | | | | To | Dead End | | | | | | | | | |
| (825) | 0.15 | 190 | R | | | From | US 460 | | | | NA | | NA | NA | 06/20/2001 | |
| (825) | 1.50 | 160 | R | | | To | 0.15 ME US 460 | | | | NA | | NA | NA | 06/20/2001 | |
| (826) | 0.80 | 40 | R | | | From | Dead End | | | | NA | | NA | NA | 06/20/2001 | |
| (826) | | | | | | To | 09-628 | | | | | | | | | |
| (827) | 0.30 | 250 | R | | | From | 09-695 | | | | NA | | NA | NA | 05/21/2001 | |
| (827) | | | | | | To | 09-770 | | | | | | | | | |
| (828) | 0.60 | 160 | R | | | From | SR 122 | | | | NA | | NA | NA | 05/29/2001 | |
| (828) | | | | | | To | Dead End | | | | | | | | | |
| (829) | 0.30 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 05/21/2001 | |
| (829) | | | | | | To | 09-617 | | | | | | | | | |
| (830) | 0.50 | 70 | R | | | From | US 221 WEST | | | | NA | | NA | NA | 06/13/2001 | |
| (830) | | | | | | To | US 221 EAST | | | | | | | | | |
| (831) | 0.33 | 720 | G | 95% | 2% | 2% | 0% | 0% | 0% | F | 0.096 | F | 0.593 | 720 | G | 2003 |
| (831) | 0.54 | 930 | G | 95% | 2% | 2% | 0% | 0% | 0% | C | 0.105 | F | 0.598 | 940 | G | 2003 |
| (832) | 0.70 | 50 | R | | | From | Dead End | | | | NA | | NA | NA | 05/23/2001 | |
| (832) | | | | | | To | SR 122 | | | | | | | | | |
| (833) | 0.35 | 30 | R | | | From | 09-626 SOUTH | | | | NA | | NA | NA | 06/20/2001 | |
| (833) | | | | | | To | 09-626 NORTH | | | | | | | | | |
| (834) | 1.90 | 130 | R | | | From | Dead End | | | | NA | | NA | NA | 06/20/2001 | |
| (834) | | | | | | To | 09-733 | | | | | | | | | |
| (835) | 2.00 | 380 | R | | | From | Dead End | | | | NA | | NA | NA | 06/25/2001 | |
| (835) | | | | | | To | 09-608 | | | | | | | | | |
| (836) | 1.40 | 350 | R | | | From | 09-835 | | | | NA | | NA | NA | 06/25/2001 | |
| (836) | | | | | | To | 09-654 | | | | | | | | | |
| (837) | 0.30 | 70 | R | | | From | 09-655 | | | | NA | | NA | NA | 06/25/2001 | |
| (837) | | | | | | To | Dead End | | | | | | | | | |
| (838) | 1.10 | 90 | R | | | From | Dead End | | | | NA | | NA | NA | 05/23/2001 | |
| (838) | | | | | | To | SR 43 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (839) | 1.25 | 190 | R | | | From: 09-619 | | | | | NA | | NA | | 07/23/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (840) | 1.20 | 350 | R | | | From: US 221 | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: 09-643 | | | | | | | | | |
| (841) | 0.40 | 490 | R | | | From: 09-643 | | | | | NA | | NA | | 06/13/2001 |
| | | | | | | To: US 221 | | | | | | | | | |
| (842) | 0.80 | 240 | R | | | From: Dead End | | | | | NA | | NA | | 07/11/2001 |
| | | | | | | To: 09-616 | | | | | | | | | |
| (843) | 0.27 | 30 | R | | | From: 09-698 SOUTH | | | | | NA | | NA | | 07/23/2001 |
| | | | | | | To: 09-698 NORTH | | | | | | | | | |
| (845) | 0.09 | 60 | R | | | From: US 221 | | | | | NA | | NA | | 06/11/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (846) | 0.20 | 110 | R | | | From: US 501 | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (847) | 0.53 | 190 | R | | | From: NCL LYNCHBURG | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (848) | 0.13 | 48 | R | | | From: 09-811 | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (849) | 0.70 | 50 | R | | | From: 09-640 | | | | | NA | | NA | | 05/23/2001 |
| | | | | | | To: 09-643 | | | | | | | | | |
| (850) | 0.10 | 10 | R | | | From: SR 43 | | | | | NA | | NA | | 05/23/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (850) | 0.30 | 48 | R | | | From: 09-640 | | | | | NA | | NA | | 05/23/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (851) | 0.84 | 100 | R | | | From: Dead End | | | | | NA | | NA | | 07/11/2001 |
| | | | | | | To: 09-758 | | | | | | | | | |
| (852) | 0.30 | 70 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 07/11/2001 |
| | | | | | | To: 09-1580 | | | | | | | | | |
| (852) | 1.11 | 400 | R | | | From: 09-636 | | | | | NA | | NA | | 07/11/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (853) | 2.55 | 530 | R | | | From: 09-608 | | | | | NA | | NA | | 07/03/2001 |
| | | | | | | To: US 221 | | | | | | | | | |
| (854) | 0.29 | 1400 | R | | | From: 09-811 | | | | | NA | | NA | | 06/11/2001 |
| | | | | | | To: 09-647 | | | | | | | | | |
| (855) | 0.22 | 270 | R | | | From: 09-856 | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (855) | 0.45 | 160 | R | | | From: Dead End | | | | | NA | | NA | | 06/04/2001 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (856) | 0.30 | 90 | R | | | From: 09-647 | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-885 | | | | | | | | | |
| (857) | 0.11 | 50 | R | | | From: 09-635 | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (858) | 0.04 | 270 | R | | | From: 09-649 | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: Campbell County Line | | | | | | | | | |
| (859) | 0.05 | 120 | R | | | From: 09-619 | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (860) | 1.19 | 400 | R | | | From: SR 122 SOUTH | | | | | NA | | NA | | 06/27/2001 |
| | | | | | | To: SR 122 NORTH | | | | | | | | | |
| (861) | 0.23 | 50 | R | | | From: SR 122 | | | | | NA | | NA | | 07/16/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (863) | 0.65 | 480 | R | | | From: 09-668 | | | | | NA | | NA | | 06/13/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (864) | 0.26 | 160 | R | | | From: 09-805 | | | | | NA | | NA | | 07/02/2001 |
| | | | | | | To: SR 122 | | | | | | | | | |
| (865) | 1.30 | 170 | R | | | From: Dead End | | | | | NA | | NA | | 07/11/2001 |
| | | | | | | To: 09-758 | | | | | | | | | |
| (866) | 0.15 | 48 | R | | | From: 09-828 | | | | | NA | | NA | | 05/29/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (867) | 0.35 | 20 | R | | | From: SR 122 SOUTH | | | | | NA | | NA | | 07/16/2001 |
| | | | | | | To: SR 122 NORTH | | | | | | | | | |
| (868) | 0.30 | 20 | R | | | From: SR 122 SOUTH | | | | | NA | | NA | | 06/27/2001 |
| | | | | | | To: SR 122 NORTH | | | | | | | | | |
| (869) | 0.27 | 30 | R | | | From: SR 122 SOUTH | | | | | NA | | NA | | 06/27/2001 |
| | | | | | | To: SR 122 NORTH | | | | | | | | | |
| (870) | 0.06 | 100 | R | | | From: 09-862 | | | | | NA | | NA | | 06/11/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (871) | 0.38 | 60 | R | | | From: 09-747 | | | | | NA | | NA | | 07/16/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (872) | 0.90 | 70 | R | | | From: 09-608 | | | | | NA | | NA | | 07/02/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (873) | 0.15 | 500 | R | | | From: Campbell County Line | | | | | NA | | NA | | 06/11/2001 |
| | | | | | | To: US 221 | | | | | | | | | |
| (874) | 0.15 | 1400 | R | | | From: Campbell County Line | | | | | NA | | NA | | 06/11/2001 |
| | | | | | | To: US 221 | | | | | | | | | |
| (875) | 0.15 | 6 | R | | | From: 09-772 | | | | | NA | | NA | | 05/29/2001 |
| | | | | | | To: Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (876) | 0.07 | 30 | R | | | From | 09-811 | | | | NA | | NA | NA | 06/11/2001 |
| (876) | 0.21 | 20 | R | | | To | 0.07 ME 09-811 | | | | NA | | NA | NA | 06/11/2001 |
| (877) | 0.05 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 07/11/2001 |
| (878) | 0.03 | 48 | R | | | From | SR 122 | | | | NA | | NA | NA | 06/27/2001 |
| (880) | 0.35 | 50 | R | | | To | Dead End | | | | NA | | NA | NA | 07/25/2001 |
| (882) | 0.53 | 30 | R | | | From | Roanoke County Line | | | | NA | | NA | NA | 07/18/2001 |
| (883) | 0.58 | 370 | R | | | To | Dead End | | | | NA | | NA | NA | 07/25/2001 |
| (884) | 0.25 | 110 | R | | | From | 09-621 | | | | NA | | NA | NA | 06/06/2001 |
| (885) | 0.25 | 70 | R | | | To | Dead End | | | | NA | | NA | NA | 07/25/2001 |
| (886) | 2.05 | 390 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| (886) | | | | | | To | 09-883 | | | | NA | | NA | NA | |
| (887) | 0.21 | 20 | R | | | From | SR 24 WEST | | | | NA | | NA | NA | 07/25/2001 |
| (887) | | | | | | To | SR 24 EAST | | | | NA | | NA | NA | |
| (888) | 1.77 | 420 | R | | | From | 09-699 SOUTH | | | | NA | | NA | NA | 07/23/2001 |
| (888) | | | | | | To | 09-699 NORTH | | | | NA | | NA | NA | |
| (888) | 1.14 | 200 | R | | | From | Dead End | | | | NA | | NA | NA | 07/02/2001 |
| (888) | | | | | | To | ACCESS ROAD 1 | | | | NA | | NA | NA | |
| (888) | 0.26 | 450 | R | | | From | Dead End; Gap Terminus | | | | NA | | NA | NA | 07/02/2001 |
| (888) | | | | | | To | ACCESS RD 2 | | | | NA | | NA | NA | |
| (889) | 0.30 | 45 | R | | | From | 09-626 | | | | NA | | NA | NA | 07/02/2001 |
| (889) | | | | | | To | Dead End | | | | NA | | NA | NA | |
| (890) | 0.30 | 130 | R | | | From | 09-601 | | | | NA | | NA | NA | 05/29/2001 |
| (890) | | | | | | To | Dead End | | | | NA | | NA | NA | 06/13/2001 |
| (891) | 0.08 | 70 | R | | | From | 09-718 | | | | NA | | NA | NA | 06/27/2001 |
| (891) | | | | | | To | SR 24 | | | | NA | | NA | NA | |
| (891) | 0.02 | NA | | | | From | 09-893 | | | | NA | | NA | NA | |
| (891) | | | | | | To | 09-892 | | | | NA | | NA | NA | |
| (892) | 0.07 | NA | | | | From | 09-891 | | | | NA | | NA | NA | |
| (892) | | | | | | To | Dead End | | | | NA | | NA | NA | |
| (893) | 0.17 | 50 | R | | | From | Dead End | | | | NA | | NA | NA | 06/27/2001 |
| (893) | | | | | | To | 09-891 | | | | NA | | NA | NA | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|-----------------------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (894) | 0.63 | 140 | R | | | From | Dead End | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-888 | | | | | | | | |
| (896) | 0.19 | 100 | R | | | From | Dead End | | | | NA | | NA | NA | 06/18/2001 |
| | | | | | | To | US 460 | | | | | | | | |
| (897) | 0.08 | 400 | R | | | From | Dead End | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | US 460; US 221 | | | | | | | | |
| (900) | 0.12 | 48 | R | | | From | Dead End | | | | NA | | NA | NA | 07/18/2001 |
| | | | | | | To | 09-726 | | | | | | | | |
| (901) | 0.85 | NA | | | | From | Dead End/ | | | | NA | | NA | NA | |
| | | | | | | To | SR-00122(B)/ | | | | | | | | |
| (902) | 0.13 | NA | | | | From | NEW RT 122 INT? | | | | NA | | NA | NA | |
| | | | | | | To | 09-00903(B)/SOUTH/ WHITE HOUSE RD | | | | | | | | |
| (903) | 0.58 | NA | | | | From | SR-00122(B)/ | | | | NA | | NA | NA | |
| | | | | | | To | Dead End/ | | | | | | | | |
| (904) | 0.09 | NA | | | | From | 09-00725(B)/ | | | | NA | | NA | NA | |
| | | | | | | To | Dead End/ | | | | | | | | |
| (905) | 0.18 | 6 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | US 501 | | | | | | | | |
| (910) | 0.56 | NA | | | | From | Dead End/ | | | | NA | | NA | NA | |
| | | | | | | To | SR-00122(B)/09-00721(U)/ | | | | | | | | |
| (920) | 0.08 | 30 | R | | | From | Dead End | | | | NA | | NA | NA | 06/20/2001 |
| | | | | | | To | 09-626 | | | | | | | | |
| (921) | 0.07 | 10 | R | | | From | 09-626 | | | | NA | | NA | NA | 06/20/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (930) | 0.32 | NA | | | | From | 09-00663(B)/ | | | | NA | | NA | NA | |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | |
| (940) | 0.13 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-714 | | | | | | | | |
| (1000) | 0.06 | 80 | R | | | From | 09-1010 | | | | NA | | NA | NA | 06/04/2001 |
| | | | | | | To | 09-1001 | | | | | | | | |
| (1001) | 0.29 | 48 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/04/2001 |
| | | | | | | To | 09-1010 | | | | | | | | |
| (1006) | 0.20 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/04/2001 |
| | | | | | | To | 09-794 | | | | | | | | |
| (1007) | 0.08 | 170 | R | | | From | 09-1008 | | | | NA | | NA | NA | 06/04/2001 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1008) | 0.23 | 130 | R | | | From | 09-1007 | | | | NA | | NA | NA | 06/04/2001 |
| | | | | | | To | Dead End | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1009) | 0.14 | 30 | R | | | From: Campbell County Line | | | | | NA | | NA | | 06/06/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1010) | 0.09 | 250 | R | | | From: Campbell County Line | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-1011 | | | | | | | | | |
| (1010) | 0.20 | 130 | R | | | From: Dead End | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-1000 | | | | | | | | | |
| (1010) | 0.17 | 50 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1011) | 0.05 | 30 | R | | | From: 09-1012 | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-1010 | | | | | | | | | |
| (1011) | 0.23 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-1011 | | | | | | | | | |
| (1012) | 0.03 | 30 | R | | | From: Dead End | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-1014 | | | | | | | | | |
| (1013) | 0.19 | 40 | R | | | From: Campbell County Line | | | | | NA | | NA | | 06/06/2001 |
| | | | | | | To: 09-1013 | | | | | | | | | |
| (1014) | 0.07 | 20 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 06/06/2001 |
| | | | | | | To: SR 24 | | | | | | | | | |
| (1015) | 0.42 | 200 | R | | | From: Dead End | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: 09-658 | | | | | | | | | |
| (1016) | 0.16 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1017) | 0.05 | 48 | R | | | From: 09-1018 | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: 09-658 | | | | | | | | | |
| (1017) | 0.12 | 150 | R | | | From: 09-1017 | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1018) | 0.16 | 60 | R | | | From: Dead End | | | | | NA | | NA | | 06/04/2001 |
| | | | | | | To: SR 24 | | | | | | | | | |
| (1020) | 0.22 | 210 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: SR 24 | | | | | | | | | |
| (1021) | 0.30 | 160 | R | | | From: SR 24 | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: SR 24 | | | | | | | | | |
| (1022) | 0.32 | 500 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: 09-1022 | | | | | | | | | |
| (1023) | 0.41 | 240 | R | | | From: 09-1024 | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1023) | 0.27 | 80 | R | | | From: 09-1024 | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|-------------|-----------|-------|-----|-------|--------------|--------|--------|-----------|-----------------|-----------|-------------------|--------------|-----------|-------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (1024) | 0.18 | 80 | R | | | From | 09-1023 | | | | NA | | NA | | NA | 07/25/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | | |
| (1025) | 0.33 | 150 | R | | | From | Cul-de-Sac | | | | NA | | NA | | NA | 07/25/2001 |
| | | | | | | To | SR 24 | | | | | | | | | |
| (1026) | 0.28 | 80 | R | | | From | 09-761 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1027 | | | | | | | | | |
| (1027) | 0.06 | 48 | R | | | From | 09-1028 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1026 | | | | | | | | | |
| (1027) | 0.12 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | Dead End/ | | | | | | | | | |
| (1029) | 0.09 | NA | | | | From | SR-00024(B)/ | | | | NA | | NA | | | |
| | | | | | | To | 09-658 | | | | | | | | | |
| (1030) | 0.23 | 360 | R | | | From | 09-1031 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1032 | | | | | | | | | |
| (1030) | 0.30 | 210 | R | | | From | 09-1032 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1033 | | | | | | | | | |
| (1030) | 0.47 | 140 | R | | | From | Dead End | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1030 | | | | | | | | | |
| (1031) | 0.21 | 48 | R | | | From | Cul-de-Sac | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1034 | | | | | | | | | |
| (1032) | 0.10 | 10 | R | | | From | Cul-de-Sac | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1034 | | | | | | | | | |
| (1032) | 0.18 | 80 | R | | | From | 09-1030 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | | |
| (1033) | 0.09 | 20 | R | | | From | 09-1034 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1030 | | | | | | | | | |
| (1033) | 0.15 | 70 | R | | | From | Cul-de-Sac | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1034 | | | | | | | | | |
| (1034) | 0.23 | 30 | R | | | From | 09-1032 | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-1033 | | | | | | | | | |
| (1036) | 0.11 | 50 | R | | | From | Cul-de-Sac | | | | NA | | NA | | NA | 06/04/2001 |
| | | | | | | To | 09-658 | | | | | | | | | |
| (1037) | 0.39 | NA | | | | From | Cul-de-Sac/ | | | | NA | | NA | | | |
| | | | | | | To | US-00460(B)/ | | | | | | | | | |
| (1038) | 0.10 | NA | | | | From | US-00460(B)/ | | | | NA | | NA | | | |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1040) | 0.23 | 48 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 07/25/2001 |
| | | | | | | To: 09-635 | | | | | | | | | |
| (1044) | 0.12 | 40 | R | | | From: 09-666 | | | | | NA | | NA | | 06/11/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1045) | 0.22 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: US 221 | | | | | | | | | |
| (1046) | 0.24 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-646 | | | | | | | | | |
| (1050) | 0.62 | 70 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 07/11/2001 |
| | | | | | | To: SR 24 | | | | | | | | | |
| (1051) | 0.21 | NA | | | | From: 09-01050(B)/ | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac/ | | | | | | | | | |
| (1052) | 0.22 | 130 | R | | | From: 09-653 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1055) | 0.33 | 30 | R | | | From: 09-853 SOUTH | | | | | NA | | NA | | 07/02/2001 |
| | | | | | | To: 09-853 NORTH | | | | | | | | | |
| (1056) | 0.04 | 6 | R | | | From: 09-1055 | | | | | NA | | NA | | 07/02/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1101) | 0.28 | 240 | R | | | From: NCL BEDFORD | | | | | NA | | NA | | 1994 |
| | | | | | | To: 09-1102 | | | | | | | | | |
| (1101) | 0.14 | 60 | R | | | From: Dead End | | | | | NA | | NA | | 1986 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1102) | 0.17 | 90 | R | | | From: Dead End | | | | | NA | | NA | | 1986 |
| | | | | | | To: 09-1101 | | | | | | | | | |
| (1103) | 0.17 | 60 | R | | | From: NCL BEDFORD | | | | | NA | | NA | | 1986 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1104) | 0.40 | 210 | R | | | From: NCL BEDFORD | | | | | NA | | NA | | 1986 |
| | | | | | | To: 09-1105 | | | | | | | | | |
| (1105) | 0.08 | 800 | R | | | From: NCL BEDFORD | | | | | NA | | NA | | 1994 |
| | | | | | | To: 09-1106 | | | | | | | | | |
| (1105) | 0.30 | 460 | R | | | From: 09-1104 | | | | | NA | | NA | | 1986 |
| | | | | | | To: 09-1104 | | | | | | | | | |
| (1105) | 0.04 | 240 | R | | | From: 09-1107 | | | | | NA | | NA | | 1986 |
| | | | | | | To: 09-1118 | | | | | | | | | |
| (1106) | 0.31 | 100 | R | | | From: 09-1108 | | | | | NA | | NA | | 1994 |
| | | | | | | To: 09-1105 | | | | | | | | | |
| (1107) | 0.08 | 200 | R | | | From: 09-1108 | | | | | NA | | NA | | 1986 |
| | | | | | | To: 09-1105 | | | | | | | | | |
| (1107) | 0.36 | 110 | R | | | From: 09-1108 | | | | | NA | | NA | | 1994 |
| | | | | | | To: 09-1105 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|------|----|-------|-----|-------|-----------------|--------|--------|----|----------|------------|-------|----|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (1108) | 0.08 | 90 | R | | | From | 09-1106 | | | | | NA | | NA | | 1986 |
| (1108) | 0.08 | 100 | R | | | To | 09-1109 SOUTH | | | | | NA | | NA | | 1986 |
| (1108) | 0.45 | 100 | R | | | From | 09-1109 NORTH | | | | | NA | | NA | | 1986 |
| (1109) | 0.48 | 70 | R | | | To | 09-1107 | | | | | NA | | NA | | 1986 |
| (1109) | | | | | | From | 09-1108 SOUTH | | | | | NA | | NA | | 1986 |
| (1109) | | | | | | To | 09-1108 NORTH | | | | | NA | | NA | | 1986 |
| (1110) | 0.06 | 290 | R | | | From | 09-1116 | | | | | NA | | NA | | 1986 |
| (1110) | 0.30 | 510 | R | | | To | 09-1114 | | | | | NA | | NA | | 1986 |
| (1110) | 0.13 | 990 | R | | | From | 09-1113 | | | | | NA | | NA | | 1994 |
| (1110) | 0.15 | 1200 | R | | | To | 09-1112 | | | | | NA | | NA | | 1994 |
| (1111) | 0.32 | 160 | R | | | From | 09-1114 | | | | | NA | | NA | | 1986 |
| (1111) | 0.13 | 120 | R | | | To | 09-1113 | | | | | NA | | NA | | 1994 |
| (1111) | | | | | | From | 09-1112 | | | | | NA | | NA | | 1994 |
| (1112) | 0.06 | 460 | R | | | From | 09-1111 | | | | | NA | | NA | | 1986 |
| (1112) | | | | | | To | 09-1110 | | | | | NA | | NA | | 1986 |
| (1113) | 0.05 | 20 | R | | | From | Dead End | | | | | NA | | NA | | 1986 |
| (1113) | 0.08 | 330 | R | | | To | 09-1115 | | | | | NA | | NA | | 1986 |
| (1113) | 0.07 | 400 | R | | | From | 09-1111 | | | | | NA | | NA | | 1994 |
| (1114) | 0.08 | 300 | R | | | To | 09-1110 | | | | | NA | | NA | | 1994 |
| (1114) | 0.07 | 150 | R | | | From | 09-1111 | | | | | NA | | NA | | 1986 |
| (1115) | 0.35 | 120 | R | | | To | 09-1110 | | | | | NA | | NA | | 1986 |
| (1116) | 0.02 | 480 | R | | | From | 09-1115 | | | | | NA | | NA | | 1994 |
| (1116) | | | | | | To | 09-1111 | | | | | NA | | NA | | 1994 |
| (1118) | 0.32 | 60 | R | | | From | 09-1110 | | | | | NA | | NA | | 1998 |
| (1118) | 0.50 | 100 | R | | | To | Cul-de-Sac | | | | | NA | | NA | | 1994 |
| (1118) | | | | | | From | 09-1105 | | | | | NA | | NA | | 1994 |
| (1119) | 0.07 | 100 | R | | | To | Cul-de-Sac LOOP | | | | | NA | | NA | | 1998 |
| (1119) | | | | | | From | NCL BEDFORD | | | | | NA | | NA | | 1998 |
| (1119) | | | | | | To | BEGIN LOOP | | | | | NA | | NA | | 1998 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|-------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1119) | 0.73 | 50 | R | | | From | BEGIN LOOP | | | | NA | | NA | NA | 1998 |
| | | | | | | To | END LOOP | | | | | | | | |
| (1120) | 0.08 | 100 | R | | | From | 09-718 | | | | NA | | NA | NA | 06/13/2001 |
| | | | | | | To | 09-1121 | | | | | | | | |
| (1120) | 0.05 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 06/13/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (1121) | 0.09 | 50 | R | | | From | Dead End | | | | NA | | NA | NA | 06/13/2001 |
| | | | | | | To | 09-1120 | | | | | | | | |
| (1125) | 0.16 | 70 | R | | | From | 09-644 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Dead End | | | | | | | | |
| (1128) | 0.21 | 70 | R | | | From | SR 43 SOUTH | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1129 | | | | | | | | |
| (1128) | 0.05 | 80 | R | | | From | SR 43 NORTH | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1128 | | | | | | | | |
| (1129) | 0.10 | 70 | R | | | From | SR 43 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | SR 43 | | | | | | | | |
| (1130) | 0.42 | 250 | R | | | From | Dead End | | | | NA | | NA | NA | 07/16/2001 |
| | | | | | | To | 09-1131 | | | | | | | | |
| (1130) | 0.08 | 300 | R | | | From | 09-680 | | | | NA | | NA | NA | 07/16/2001 |
| | | | | | | To | 09-1130 | | | | | | | | |
| (1131) | 0.10 | 60 | R | | | From | Dead End | | | | NA | | NA | NA | 07/16/2001 |
| | | | | | | To | 09-1136 | | | | | | | | |
| (1135) | 0.04 | 80 | R | | | From | SCL BEDFORD | | | | NA | | NA | NA | 1986 |
| | | | | | | To | SCL BEDFORD | | | | | | | | |
| (1136) | 0.08 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1135 | | | | | | | | |
| (1136) | 0.17 | 60 | R | | | From | 09-1137 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1137 | | | | | | | | |
| (1136) | 0.11 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1137) | 0.03 | 20 | R | | | From | 09-1136 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1138) | 0.06 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-714 | | | | | | | | |
| (1140) | 0.07 | 460 | R | | | From | Dead End | | | | NA | | NA | NA | 1994 |
| | | | | | | To | US 460 | | | | | | | | |
| (1141) | 0.27 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | WCL BEDFORD | | | | | | | | |
| (1142) | 0.10 | 80 | R | | | From | Dead End | | | | NA | | NA | NA | 1994 |
| | | | | | | To | US 460 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1146) | 0.09 | 80 | R | | | From | 09-671 WEST | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1147 WEST | | | | | | | | |
| (1146) | 0.10 | 90 | R | | | From | 09-1147 EAST | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-671 EAST | | | | | | | | |
| (1147) | 0.19 | 80 | R | | | From | 09-1146 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1146 | | | | | | | | |
| (1150) | 0.26 | 100 | R | | | From | 09-723 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-1151 | | | | | | | | |
| (1150) | 0.32 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/27/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1151) | 0.12 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-1150 | | | | | | | | |
| (1151) | 0.16 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1200) | 0.08 | 50 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To | 09-659 | | | | | | | | |
| (1201) | 0.08 | 300 | R | | | From | 09-1206 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-621 | | | | | | | | |
| (1201) | 0.09 | 90 | R | | | From | 09-1202 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1203 | | | | | | | | |
| (1201) | 0.10 | 60 | R | | | From | Dead End | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1204 | | | | | | | | |
| (1202) | 0.10 | 40 | R | | | From | 09-1204 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1201 | | | | | | | | |
| (1202) | 0.19 | 60 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1201 | | | | | | | | |
| (1202) | 0.12 | 48 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1204 | | | | | | | | |
| (1203) | 0.15 | 30 | R | | | From | 09-1204 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1201 | | | | | | | | |
| (1203) | 0.06 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-621 | | | | | | | | |
| (1204) | 0.09 | 300 | R | | | From | 09-621 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1202 | | | | | | | | |
| (1204) | 0.08 | 80 | R | | | From | 09-1202 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1203 | | | | | | | | |
| (1204) | 0.09 | 60 | R | | | From | 09-1203 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1205 | | | | | | | | |
| (1204) | 0.06 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1205) | 0.09 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1204 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|---------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1206) | 0.15 | 140 | R | | | From | Dead End | | | | NA | | NA | NA | 1994 |
| (1206) | 0.15 | 140 | R | | | To | 09-1201 | | | | NA | | NA | NA | 1994 |
| (1207) | 0.13 | 48 | R | | | From | Dead End | | | | NA | | NA | NA | 06/06/2001 |
| (1208) | 0.19 | 120 | R | | | To | Dead End | | | | NA | | NA | NA | 06/06/2001 |
| (1209) | 0.58 | 370 | R | | | From | Dead End | | | | NA | | NA | NA | 06/06/2001 |
| (1209) | | | | | | To | 09-621 | | | | | | | | |
| (1210) | 0.34 | 1000 | R | | | From | 09-1212 | | | | NA | | NA | NA | 06/06/2001 |
| (1210) | | | | | | To | WCL LYNCHBURG | | | | | | | | |
| (1211) | 0.06 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| (1211) | | | | | | To | 09-1210 | | | | | | | | |
| (1212) | 0.47 | 130 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| (1212) | | | | | | To | 09-1210 | | | | | | | | |
| (1214) | 0.37 | 6 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| (1214) | | | | | | To | 09-1227 | | | | | | | | |
| (1216) | 0.08 | 40 | R | | | From | Dead End | | | | NA | | NA | NA | 06/06/2001 |
| (1216) | | | | | | To | 09-660 | | | | | | | | |
| (1217) | 0.09 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| (1217) | | | | | | To | 09-1214 | | | | | | | | |
| (1218) | 0.20 | 100 | R | | | From | 09-1212 | | | | NA | | NA | NA | 06/06/2001 |
| (1218) | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1219) | 0.15 | 50 | R | | | From | 09-1213 | | | | NA | | NA | NA | 06/06/2001 |
| (1219) | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1220) | 0.40 | 80 | R | | | From | 09-660 | | | | NA | | NA | NA | 06/06/2001 |
| (1220) | | | | | | To | 09-1221 | | | | | | | | |
| (1220) | 0.04 | 100 | R | | | From | Dead End | | | | NA | | NA | NA | 06/06/2001 |
| (1221) | 0.13 | 200 | R | | | From | 09-660 | | | | NA | | NA | NA | 06/06/2001 |
| (1221) | | | | | | To | 09-1222 | | | | | | | | |
| (1221) | 0.20 | 100 | R | | | From | 09-1220 | | | | NA | | NA | NA | 06/06/2001 |
| (1222) | 0.14 | 70 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| (1222) | | | | | | To | 09-1221 | | | | | | | | |
| (1223) | 0.40 | 90 | R | | | From | 09-643 | | | | NA | | NA | NA | 06/13/2001 |
| (1223) | | | | | | To | 09-1224 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (1224) | 0.13 | 20 | R | | | From: | Cul-de-Sac | | | | NA | | NA | | NA | 06/13/2001 |
| | | | | | | To: | 09-1223 | | | | | | | | | |
| (1225) | 0.18 | 90 | R | | | From: | 09-660 | | | | NA | | NA | | NA | 06/06/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1227) | 0.22 | 100 | R | | | From: | Cul-de-Sac | | | | NA | | NA | | NA | 06/06/2001 |
| | | | | | | To: | 09-1214 | | | | | | | | | |
| (1229) | 0.22 | 110 | R | | | From: | Cul-de-Sac | | | | NA | | NA | | NA | 06/11/2001 |
| | | | | | | To: | 09-662 | | | | | | | | | |
| (1231) | 0.09 | 410 | R | | | From: | Dead End | | | | NA | | NA | | NA | 06/11/2001 |
| | | | | | | To: | 09-1232 | | | | | | | | | |
| (1232) | 0.47 | 300 | R | | | From: | 09-1231 | | | | NA | | NA | | NA | 06/11/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1233) | 0.16 | 70 | R | | | From: | 09-1232 | | | | NA | | NA | | NA | 06/11/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1234) | 0.11 | NA | | | | From: | 09-01235(R)/09-01236(L)/ | | | | NA | | NA | | NA | |
| | | | | | | To: | 09-01232(B)/ | | | | | | | | | |
| (1235) | 0.14 | NA | | | | From: | Cul-de-Sac/ | | | | NA | | NA | | NA | |
| | | | | | | To: | 09-01234(R)/09-01236(U)/ | | | | | | | | | |
| (1236) | 0.11 | NA | | | | From: | 09-01234(R)/09-01235(U)/ | | | | NA | | NA | | NA | |
| | | | | | | To: | Cul-de-Sac/ | | | | | | | | | |
| (1238) | 0.10 | 40 | R | | | From: | 09-1209 | | | | NA | | NA | | NA | 06/06/2001 |
| | | | | | | To: | Dead End | | | | | | | | | |
| (1239) | 0.18 | 1000 | R | | | From: | 09-609 | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | 09-1240 | | | | | | | | | |
| (1239) | 0.20 | 120 | R | | | From: | 09-1240 | | | | NA | | NA | | NA | 06/06/2001 |
| | | | | | | To: | Dead End | | | | | | | | | |
| (1239) | 0.17 | 30 | R | | | From: | 09-1246 | | | | NA | | NA | | NA | 06/06/2001 |
| | | | | | | To: | 09-1247 | | | | | | | | | |
| (1240) | 0.46 | 1000 | R | | | From: | 09-1439 | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | 09-1245 | | | | | | | | | |
| (1240) | 0.91 | 960 | R | | | From: | 09-1245 | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | 09-1241 | | | | | | | | | |
| (1240) | 0.65 | 1100 | R | | | From: | 09-621 | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | 09-1240 | | | | | | | | | |
| (1241) | 0.08 | 30 | R | | | From: | 09-1240 | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1242) | 0.06 | 40 | R | | | From: | 09-1240 | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1243) | 0.08 | 48 | R | | | From: | Cul-de-Sac | | | | NA | | NA | | NA | 1998 |
| | | | | | | To: | 09-1240 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1244) | 0.05 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1240 | | | | | | | | | |
| (1245) | 0.05 | 20 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1240 | | | | | | | | | |
| (1246) | 0.04 | 20 | R | | | From: 09-1239 | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1247) | 0.05 | 10 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: 09-1239 | | | | | | | | | |
| (1250) | 0.69 | 140 | R | | | From: 09-660 SOUTH | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: 09-660 NORTH | | | | | | | | | |
| (1251) | 0.21 | 200 | R | | | From: 09-1252 | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: 09-660 | | | | | | | | | |
| (1252) | 0.28 | 80 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1253) | 0.25 | 150 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-660 | | | | | | | | | |
| (1254) | 0.24 | 60 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: 09-1255 | | | | | | | | | |
| (1255) | 0.18 | 70 | R | | | From: 09-1254 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-660 | | | | | | | | | |
| (1256) | 0.22 | 130 | R | | | From: 09-1257 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1254 | | | | | | | | | |
| (1257) | 0.15 | 130 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1260) | 0.18 | 80 | R | | | From: 09-1261 | | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To: 09-663 | | | | | | | | | |
| (1261) | 0.19 | 190 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1270) | 0.25 | 70 | R | | | From: 09-1271 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-663 | | | | | | | | | |
| (1271) | 0.05 | 150 | R | | | From: 09-1270 | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1273 | | | | | | | | | |
| (1272) | 0.20 | 130 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1271 | | | | | | | | | |
| (1273) | 0.05 | 20 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1271 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1280) | 0.40 | 90 | R | | | From | 09-662 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1290) | 0.17 | 50 | R | | | From | Dead End | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-1291 | | | | | | | | |
| (1290) | 0.10 | 170 | R | | | From | US 460 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1291) | 0.42 | 100 | R | | | From | 09-1290 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-626 | | | | | | | | |
| (1300) | 0.56 | 100 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (1301) | 0.72 | 230 | R | | | From | 09-626 | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-626 | | | | | | | | |
| (1302) | 0.09 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-626 | | | | | | | | |
| (1303) | 0.15 | 20 | R | | | From | Dead End | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-626 | | | | | | | | |
| (1304) | 0.10 | 20 | R | | | From | 09-656 | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-656 | | | | | | | | |
| (1305) | 0.04 | 20 | R | | | From | 09-656 | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1306) | 0.20 | 100 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-656 | | | | | | | | |
| (1307) | 0.15 | 48 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-1308 | | | | | | | | |
| (1307) | 0.15 | 100 | R | | | From | 09-656 | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1308) | 0.03 | 6 | R | | | From | 09-1307 | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1309) | 0.17 | 40 | R | | | From | 09-656 | | | | NA | | NA | NA | 07/02/2001 |
| | | | | | | To | 09-621 | | | | | | | | |
| (1319) | 0.16 | 70 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/06/2001 |
| | | | | | | To | BEGIN LOOP | | | | | | | | |
| (1320) | 1.50 | 580 | R | | | From | 09-619 | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | 09-1320 | | | | | | | | |
| (1321) | 0.16 | 60 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | 09-1320 | | | | | | | | |
| (1322) | 0.13 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1323) | 0.11 | 40 | R | | | From: 09-1320 | | | | | NA | | NA | | 07/23/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1324) | 0.10 | 30 | R | | | From: 09-1320 | | | | | NA | | NA | | 07/23/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1325) | 0.06 | 40 | R | | | From: 09-1320 | | | | | NA | | NA | | 07/23/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1335) | 0.22 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 09-00711(B)/ | | | | | | | | | |
| (1340) | 0.10 | 270 | R | | | From: 09-811 | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-1341 | | | | | | | | | |
| (1341) | 0.37 | 200 | R | | | From: Dead End | | | | | NA | | NA | | 1998 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1342) | 0.21 | 140 | R | | | From: 09-1341 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1343) | 0.13 | 70 | R | | | From: 09-1342 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1344) | 0.19 | NA | | | | From: 09-811 | | | | | NA | | NA | | |
| | | | | | | To: 09-1345 | | | | | | | | | |
| (1345) | 0.44 | NA | | | | From: Cul-de-Sac | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1346) | 0.50 | 150 | R | | | From: 09-711 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1350) | 0.21 | 20 | R | | | From: 09-1351 | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-704 | | | | | | | | | |
| (1351) | 0.02 | 6 | R | | | From: Dead End | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: 09-1350 | | | | | | | | | |
| (1351) | 0.14 | 20 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1353) | 0.28 | NA | | | | From: 09-704 | | | | | NA | | NA | | |
| | | | | | | To: 09-1355 | | | | | | | | | |
| (1354) | 0.17 | NA | | | | From: 09-1353 | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1355) | 0.14 | NA | | | | From: Cul-de-Sac | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1360) | 1.30 | NA | | | | From: 09-01364(L)/ | | | | | NA | | NA | | |
| | | | | | | To: 09-00626(B)/ | | | | | | | | | |
| (1361) | 0.29 | NA | | | | From: 09-01360(B)/ | | | | | NA | | NA | | |
| | | | | | | To: 09-01362(R)/ | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|------------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1362) | 0.21 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 09-01361(L)/ | | | | | | | | | |
| (1363) | 0.14 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 09-01360(B)/ | | | | | | | | | |
| (1364) | 0.42 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 09-01360(L)/ | | | | | | | | | |
| (1365) | 0.04 | NA | | | | From: 09-01363(B)/ | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac/ | | | | | | | | | |
| (1381) | 0.06 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-1380 | | | | | | | | | |
| (1382) | 0.12 | 40 | R | | | From: 09-1425 Graves Mill Rd | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1383) | 0.25 | 160 | R | | | From: 09-1384 | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-1380 | | | | | | | | | |
| (1384) | 0.08 | 320 | R | | | From: 09-1383 | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-1240 | | | | | | | | | |
| (1385) | 0.18 | NA | | | | From: 09-1240 | | | | | NA | | NA | | |
| | | | | | | To: 09-1384 | | | | | | | | | |
| (1386) | 0.16 | NA | | | | From: 09-01387(B)/ | | | | | NA | | NA | | |
| | | | | | | To: 09-01425(B)/ | | | | | | | | | |
| (1387) | 0.38 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: 09-01388(B)/ | | | | | | | | | |
| (1388) | 0.20 | NA | | | | From: Cul-de-Sac/ | | | | | NA | | NA | | |
| | | | | | | To: Cul-de-Sac/ | | | | | | | | | |
| (1400) | 0.32 | 150 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1994 |
| | | | | | | To: 09-702 | | | | | | | | | |
| (1401) | 0.10 | 70 | R | | | From: US 460 | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: 09-1402 | | | | | | | | | |
| (1402) | 0.10 | 50 | R | | | From: 09-1403 | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: 09-1401 | | | | | | | | | |
| (1403) | 0.10 | 40 | R | | | From: US 460 | | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To: 09-1402 | | | | | | | | | |
| (1404) | 0.24 | 80 | R | | | From: 09-668 | | | | | NA | | NA | | 1998 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1405) | 0.22 | 60 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 1998 |
| | | | | | | To: 09-668 | | | | | | | | | |
| (1407) | 0.38 | 70 | R | | | From: Cul-de-Sac | | | | | NA | | NA | | 06/06/2001 |
| | | | | | | To: Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1408) | 0.29 | NA | | | | From | 09-01431(R)/ | | | | NA | | NA | | |
| | | | | | | To | Shadow of:733705/ | | | | | | | | |
| (1409) | 0.79 | NA | | | | From | Cul-de-Sac/ | | | | NA | | NA | | |
| | | | | | | To | 09-00668(B)/ | | | | | | | | |
| (1410) | 0.80 | 210 | R | | | From | US 221 | | | | NA | | NA | | 06/18/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (1411) | 0.04 | 170 | R | | | From | US 221 | | | | NA | | NA | | 1998 |
| | | | | | | To | 09-1412 | | | | | | | | |
| (1411) | 0.41 | 80 | R | | | From | Cul-de-Sac | | | | NA | | NA | | 1998 |
| | | | | | | To | TO BE DELETED | | | | | | | | |
| (1411) | 0.68 | 60 | R | | | From | Cul-de-Sac | | | | NA | | NA | | 06/13/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1412) | 0.08 | NA | | | | From | Cul-de-Sac | | | | NA | | NA | | |
| | | | | | | To | 09-1413 | | | | | | | | |
| (1412) | 0.06 | 90 | R | | | From | 09-1411 | | | | NA | | NA | | 1998 |
| | | | | | | To | 09-1412 | | | | | | | | |
| (1413) | 0.26 | 70 | R | | | From | 09-1412 | | | | NA | | NA | | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1414) | 0.13 | 190 | R | | | From | 09-1415 | | | | NA | | NA | | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1415) | 0.29 | 7100 | R | | | From | US 221 | | | | NA | | NA | | 1994 |
| | | | | | | To | WCL LYNCHBURG | | | | | | | | |
| (1416) | 0.05 | 100 | R | | | From | Cul-de-Sac | | | | NA | | NA | | 1998 |
| | | | | | | To | 09-1415 | | | | | | | | |
| (1418) | 0.47 | NA | | | | From | Cul-de-Sac/ | | | | NA | | NA | | |
| | | | | | | To | 09-01407(L)/ | | | | | | | | |
| (1419) | 0.32 | NA | | | | From | 09-01418(B)/ | | | | NA | | NA | | |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | |
| (1420) | 0.13 | 80 | R | | | From | Dead End | | | | NA | | NA | | 1986 |
| | | | | | | To | 09-1422 | | | | | | | | |
| (1420) | 0.03 | 80 | R | | | From | Campbell County Line | | | | NA | | NA | | 1986 |
| | | | | | | To | US 221 | | | | | | | | |
| (1421) | 0.12 | 850 | R | | | From | 09-1424 | | | | NA | | NA | | 1994 |
| | | | | | | To | 09-1422 | | | | | | | | |
| (1421) | 0.04 | 450 | R | | | From | 09-1422 | | | | NA | | NA | | 1986 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1421) | 0.04 | 310 | R | | | From | 09-1421 | | | | NA | | NA | | 1986 |
| | | | | | | To | 09-1420 | | | | | | | | |
| (1422) | 0.06 | 240 | R | | | From | 09-1420 | | | | NA | | NA | | 1994 |
| | | | | | | To | 09-1421 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|-----------------------|--------|-------|----|-------|-----|-------|------------------------|--------|--------|----|----------|------------|-------|-------|------|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (1423) | 0.06 | 46 | R | | | From | Dead End | | | | | | | NA | NA | 1986 |
| (1423) | 0.10 | 20 | R | | | To | 09-1424 | | | | | | | NA | NA | 1986 |
| (1423) | | | | | | To | Campbell County Line | | | | | | | | | |
| (1424) | 0.06 | 180 | R | | | From | 09-1423 | | | | | | | NA | NA | 1994 |
| (1424) | | | | | | To | 09-1421 | | | | | | | | | |
| (1425) | 0.57 | 450 | R | | | From | 09-1240 | | | | | | | NA | NA | 1994 |
| (1425) | | | | | | To | 09-1427 | | | | | | | | | |
| (1425) | 0.27 | 3000 | R | | | From | US 221 | | | | | | | NA | NA | 1986 |
| (1425) Graves Mill Rd | 0.26 | 16000 | G | 96% | 1% | 1% | 1% | 1% | 0% | C | 0.094 | F | 0.532 | 17000 | G | 2003 |
| (1426) | 0.36 | 2400 | R | | | From | US 221 | | | | | | | NA | NA | 06/11/2001 |
| (1426) | | | | | | To | 09-1425 Graves Mill Rd | | | | | | | | | |
| (1427) | 0.82 | 1600 | R | | | From | US 221 | | | | | | | NA | NA | 06/06/2001 |
| (1427) | | | | | | To | 09-1425 Graves Mill Rd | | | | | | | | | |
| (1428) | 0.06 | 30 | R | | | From | Cul-de-Sac | | | | | | | NA | NA | 1986 |
| (1428) | | | | | | To | 09-1429 | | | | | | | | | |
| (1428) | 0.12 | 100 | R | | | To | 09-661 | | | | | | | NA | NA | 1986 |
| (1428) | | | | | | From | 09-1440 | | | | | | | | | |
| (1429) | 0.20 | 60 | R | | | To | 09-1428 | | | | | | | NA | NA | 1986 |
| (1429) | | | | | | From | 09-663 | | | | | | | | | |
| (1430) | 0.13 | 970 | R | | | To | 09-1431 | | | | | | | NA | NA | 1994 |
| (1430) | | | | | | From | 09-1403 | | | | | | | | | |
| (1431) | 0.13 | 490 | R | | | From | 09-1430 | | | | | | | NA | NA | 1986 |
| (1431) | | | | | | To | 09-1434 | | | | | | | | | |
| (1431) | 0.23 | 1200 | R | | | From | 09-1432 | | | | | | | NA | NA | 1994 |
| (1431) | | | | | | To | 09-1439 | | | | | | | | | |
| (1431) | 0.53 | 290 | R | | | From | 09-1435 | | | | | | | NA | NA | 1986 |
| (1431) | | | | | | To | 09-1455 | | | | | | | | | |
| (1431) | 0.35 | 120 | R | | | From | 09-1437 | | | | | | | NA | NA | 1986 |
| (1431) | | | | | | To | 09-1439 | | | | | | | | | |
| (1431) | 0.12 | 90 | R | | | From | 09-1445 | | | | | | | NA | NA | 1986 |
| (1431) | | | | | | To | 09-1407 | | | | | | | | | |
| (1431) | 0.32 | 30 | R | | | From | 09-1408 | | | | | | | NA | NA | 1986 |
| (1431) | | | | | | To | Dead End | | | | | | | | | |
| (1432) | 0.12 | NA | | | | From | 09-1433 | | | | | | | NA | NA | 1986 |
| (1432) | | | | | | To | 09-1431 | | | | | | | | | |
| (1432) | 0.19 | 49 | R | | | From | Dead End | | | | | | | | | |
| (1432) | | | | | | To | 09-1433 | | | | | | | | | |
| (1432) | 0.03 | 170 | R | | | From | 09-1431 | | | | | | | NA | NA | 1986 |
| (1432) | | | | | | To | Dead End | | | | | | | | | |
| (1432) | 0.17 | 90 | R | | | From | Dead End | | | | | | | NA | NA | 1994 |
| (1432) | | | | | | To | Dead End | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|------------|-------|----|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1433) | 0.19 | 90 | R | | | From: | 09-1432 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1434) | 0.22 | 640 | R | | | From: | 09-1431 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1435 | | | | | | | | |
| (1434) | 0.28 | 150 | R | | | From: | Dead End | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | | | | | | | | | |
| (1435) | 0.04 | 400 | R | | | From: | 09-1434 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1436 | | | | | | | | |
| (1435) | 0.27 | 180 | R | | | From: | 09-1436 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1437 | | | | | | | | |
| (1435) | 0.15 | 60 | R | | | From: | Dead End | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | | | | | | | | | |
| (1436) | 0.28 | 170 | R | | | From: | Dead End | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1435 | | | | | | | | |
| (1437) | 0.20 | 40 | R | | | From: | 09-1435 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1438) | 0.08 | 30 | R | | | From: | 09-1437 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1439) | 0.19 | 40 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1431 | | | | | | | | |
| (1440) | 0.09 | 650 | R | | | From: | 09-661 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1441 | | | | | | | | |
| (1440) | 0.15 | 190 | R | | | From: | 09-1441 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1446 | | | | | | | | |
| (1440) | 0.03 | 150 | R | | | From: | 09-1442 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1429 | | | | | | | | |
| (1440) | 0.11 | 120 | R | | | From: | 09-661 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1440 | | | | | | | | |
| (1441) | 0.08 | 290 | R | | | From: | 09-1440 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1443 | | | | | | | | |
| (1441) | 0.03 | 90 | R | | | From: | 09-1443 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1444 | | | | | | | | |
| (1441) | 0.09 | 50 | R | | | From: | 09-1444 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1445 | | | | | | | | |
| (1441) | 0.13 | 30 | R | | | From: | 09-1445 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1442 | | | | | | | | |
| (1442) | 0.08 | 240 | R | | | From: | 09-1440 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1447 | | | | | | | | |
| (1442) | 0.07 | 49 | R | | | From: | 09-1447 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1448 | | | | | | | | |
| (1442) | 0.06 | 30 | R | | | From: | 09-1448 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1441 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1443) | 0.04 | 20 | R | | | From: 09-1441 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1444) | 0.05 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1441 | | | | | | | | | |
| (1445) | 0.05 | 20 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1441 | | | | | | | | | |
| (1445) | 0.02 | 20 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1441 | | | | | | | | | |
| (1446) | 0.08 | 30 | R | | | From: 09-1440 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1447) | 0.03 | 30 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1442 | | | | | | | | | |
| (1447) | 0.05 | 40 | R | | | From: 09-1442 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1448) | 0.04 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1442 | | | | | | | | | |
| (1449) | 0.06 | 40 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-661 | | | | | | | | | |
| (1451) | 0.14 | 80 | R | | | From: 09-661 | | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1455) | 0.14 | 60 | R | | | From: 09-1431 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: DEERTRACK DR | | | | | | | | | |
| (1455) | 0.13 | 47 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1462 | | | | | | | | | |
| (1457) | 0.11 | 70 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1998 |
| | | | | | | To: 09-1431 | | | | | | | | | |
| (1460) | 0.18 | 190 | R | | | From: 09-1465 | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-1464 | | | | | | | | | |
| (1460) | 0.04 | 250 | R | | | From: 09-1464 | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-1463 | | | | | | | | | |
| (1460) | 0.06 | 310 | R | | | From: 09-1463 | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-1462 | | | | | | | | | |
| (1460) | 0.24 | 380 | R | | | From: 09-1462 | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-1461 | | | | | | | | | |
| (1460) | 0.31 | 480 | R | | | From: 09-1461 | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-619 | | | | | | | | | |
| (1461) | 0.09 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-1460 | | | | | | | | | |
| (1462) | 0.10 | 48 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: 09-1460 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1463) | 0.16 | 48 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: | 09-1460 | | | | | | | | |
| (1464) | 0.09 | 20 | R | | | From: | 09-1460 | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1465) | 0.37 | 110 | R | | | From: | Dead End | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: | 09-1460 | | | | | | | | |
| (1465) | 0.20 | 70 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To: | 09-619 | | | | | | | | |
| (1470) | 0.22 | 80 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 07/18/2001 |
| | | | | | | To: | 09-1479 | | | | | | | | |
| (1474) | 0.19 | 1000 | R | | | From: | US 221 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1476 | | | | | | | | |
| (1475) | 0.18 | 700 | R | | | From: | US 221 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | Campbell County Line | | | | | | | | |
| (1476) | 0.17 | 210 | R | | | From: | Campbell County Line | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1477 | | | | | | | | |
| (1476) | 0.06 | 550 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1474 | | | | | | | | |
| (1477) | 0.05 | 30 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1476 | | | | | | | | |
| (1477) | 0.02 | 200 | R | | | From: | Campbell County Line | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-1479 | | | | | | | | |
| (1480) | 0.34 | 120 | R | | | From: | 09-622 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-1481 | | | | | | | | |
| (1480) | 0.48 | 70 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-1480 | | | | | | | | |
| (1481) | 0.29 | 80 | R | | | From: | 09-1480 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1482) | 0.25 | 70 | R | | | From: | 09-1480 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-1481 | | | | | | | | |
| (1483) | 0.25 | NA | | | | From: | Cul-de-Sac/ | | | | NA | | NA | NA | |
| | | | | | | To: | US-00221(B)/ | | | | | | | | |
| (1484) | 0.17 | NA | | | | From: | Cul-de-Sac/ | | | | NA | | NA | NA | |
| | | | | | | To: | 09-01483(B)/ | | | | | | | | |
| (1485) | 0.09 | NA | | | | From: | 09-01486(R)/ | | | | NA | | NA | NA | |
| | | | | | | To: | US-00221(B)/ | | | | | | | | |
| (1486) | 0.46 | NA | | | | From: | Cul-de-Sac/ | | | | NA | | NA | NA | |
| | | | | | | To: | 09-01485(R)/ | | | | | | | | |
| (1489) | 0.37 | 290 | R | | | From: | US 221 | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To: | 09-666 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|------------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1490) | 0.09 | 30 | R | | | From | Dead End | | | | NA | | NA | NA | 07/23/2001 |
| | | | | | | To | 09-775 | | | | | | | | |
| (1491) | 0.29 | NA | | | | From | 09-622 | | | | NA | | NA | NA | |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1497) | 0.25 | 430 | R | | | From | 09-623 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1498) | 0.15 | 150 | R | | | From | 09-1497 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1500) | 0.13 | 200 | R | | | From | 09-623 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| Campbell County | | | | | | | | | | | | | | | |
| (1500) | 0.11 | 40 | R | | | From | Campbell County Line | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1501) | 0.38 | 120 | R | | | From | 09-655 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1502) | 0.06 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-1503 | | | | | | | | |
| (1502) | 0.14 | 130 | R | | | From | 09-655 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (1503) | 0.12 | 60 | R | | | From | 09-1504 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-1502 | | | | | | | | |
| (1503) | 0.10 | 90 | R | | | From | 09-1502 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | Dead End | | | | | | | | |
| (1504) | 0.07 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-1503 | | | | | | | | |
| (1505) | 0.15 | 48 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-655 | | | | | | | | |
| (1507) | 0.70 | 270 | R | | | From | 09-1514 | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To | 09-1508 | | | | | | | | |
| (1507) | 0.34 | NA | | | | From | Cul-de-Sac | | | | NA | | NA | NA | |
| | | | | | | To | 09-655 | | | | | | | | |
| (1508) | 0.06 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To | 09-1507 | | | | | | | | |
| (1509) | 0.08 | 40 | R | | | From | 09-1507 | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1510) | 0.18 | 330 | R | | | From | 09-811 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1511 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1510) | 0.04 | 30 | R | | | From: | 09-1511 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1511) | 0.20 | 170 | R | | | From: | Dead End | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1510 | | | | | | | | |
| (1513) | 0.16 | 40 | R | | | From: | 09-1514 | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1514) | 0.83 | 400 | R | | | From: | 09-622 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1515) | 0.40 | 50 | R | | | From: | END LOOP | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1516 | | | | | | | | |
| (1515) | 0.25 | 40 | R | | | From: | BEGIN LOOP | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-622 | | | | | | | | |
| (1516) | 0.13 | 40 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1515 | | | | | | | | |
| (1517) | 0.21 | 48 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To: | 09-750 | | | | | | | | |
| (1518) | 0.10 | 50 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1520 | | | | | | | | |
| (1518) | 0.10 | 60 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1519 | | | | | | | | |
| (1518) | 0.07 | 80 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1521 | | | | | | | | |
| (1518) | 0.06 | 200 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-655 | | | | | | | | |
| (1519) | 0.05 | 10 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1518 | | | | | | | | |
| (1520) | 0.05 | 6 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1518 | | | | | | | | |
| (1521) | 0.20 | 100 | R | | | From: | 09-1518 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1523 | | | | | | | | |
| (1521) | 0.18 | 70 | R | | | From: | 09-1522 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1521) | 0.16 | 48 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1522) | 0.10 | 30 | R | | | From: | 09-1521 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1523) | 0.16 | 30 | R | | | From: | 09-1521 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: | 09-1521 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|----------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1524) | 0.30 | 20 | R | | | From: 09-655 | | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To: Cul-de-Sac | | | | | | | | | |
| (1525) | 0.22 | 120 | R | | | From: 09-1527 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-622 | | | | | | | | | |
| (1526) | 0.30 | 250 | R | | | From: 09-1527 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-622 | | | | | | | | | |
| (1527) | 0.37 | 20 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1596 | | | | | | | | | |
| (1527) | 0.13 | 30 | R | | | From: 09-1529 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1528 | | | | | | | | | |
| (1527) | 0.09 | 40 | R | | | From: 09-1528 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1526 | | | | | | | | | |
| (1527) | 0.09 | 80 | R | | | From: 09-1526 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1525 | | | | | | | | | |
| (1527) | 0.06 | 170 | R | | | From: Campbell County Line | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1527 | | | | | | | | | |
| (1528) | 0.37 | 140 | R | | | From: 09-1527 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-622 | | | | | | | | | |
| (1529) | 0.09 | 40 | R | | | From: 09-1527 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1545 | | | | | | | | | |
| (1529) | 0.16 | 50 | R | | | From: 09-1533 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1529) | 0.07 | 20 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-622 | | | | | | | | | |
| (1530) | 0.24 | 80 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-622 | | | | | | | | | |
| (1531) | 0.07 | 20 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1534 | | | | | | | | | |
| (1531) | 0.09 | 120 | R | | | From: 09-1533 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1532 | | | | | | | | | |
| (1531) | 0.10 | 730 | R | | | From: 09-1532 | | | | | NA | | NA | NA | 1994 |
| | | | | | | To: 09-622 | | | | | | | | | |
| (1532) | 0.13 | 380 | R | | | From: 09-1531 | | | | | NA | | NA | NA | 1994 |
| | | | | | | To: 09-1533 | | | | | | | | | |
| (1532) | 0.04 | 30 | R | | | From: Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: Dead End | | | | | | | | | |
| (1533) | 0.13 | 40 | R | | | From: Dead End | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1546 | | | | | | | | | |
| (1533) | 0.09 | 50 | R | | | From: 09-1546 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1529 | | | | | | | | | |
| (1533) | 0.10 | 90 | R | | | From: 09-1529 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: 09-1534 | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|----|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | |
| (1533) | 0.09 | 300 | R | | | From: | 09-1534 | | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1532 | | | | | | | | | |
| (1534) | 0.13 | 140 | R | | | From: | 09-1531 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1533 | | | | | | | | | |
| (1534) | 0.12 | 90 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | | | | | | | | | | |
| (1535) | 0.46 | 140 | R | | | From: | Dead End | | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To: | 09-757 | | | | | | | | | |
| (1536) | 0.37 | NA | | | | From: | Cul-de-Sac | | | | | NA | | NA | NA | |
| | | | | | | To: | 09-1507 | | | | | | | | | |
| (1537) | 0.10 | NA | | | | From: | 09-1536 | | | | | NA | | NA | NA | |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1538) | 0.12 | 80 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | 09-1539 | | | | | | | | | |
| (1538) | 0.06 | 140 | R | | | From: | 09-619 | | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | | | | | | | | | | |
| (1539) | 0.06 | 40 | R | | | From: | 09-1583 | | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | Dead End | | | | | | | | | |
| (1540) | 0.18 | 140 | R | | | From: | 09-619 | | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | 09-1541 | | | | | | | | | |
| (1540) | 0.13 | 48 | R | | | From: | Dead End | | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | | | | | | | | | | |
| (1541) | 0.17 | 50 | R | | | From: | 09-1540 | | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | Dead End | | | | | | | | | |
| (1542) | 0.21 | 160 | R | | | From: | 09-755 | | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To: | 09-1543 | | | | | | | | | |
| (1542) | 0.17 | 70 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To: | | | | | | | | | | |
| (1543) | 0.11 | 40 | R | | | From: | 09-1542 | | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | | |
| (1545) | 0.07 | 40 | R | | | From: | Cul-de-Sac | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1546 | | | | | | | | | |
| (1545) | 0.04 | 70 | R | | | From: | 09-1529 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | | | | | | | | | | |
| (1546) | 0.11 | 30 | R | | | From: | 09-1545 | | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1533 | | | | | | | | | |
| (1547) | 0.51 | NA | | | | From: | Begin Loop | | | | | NA | | NA | NA | |
| | | | | | | To: | 09-1548 | | | | | | | | | |
| (1547) | 0.46 | 110 | R | | | From: | 09-655 | | | | | NA | | NA | NA | 07/09/2001 |
| | | | | | | To: | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1548) | 0.12 | 48 | R | | | From | 09-1547 | | | | NA | | NA | NA | 07/09/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1549) | 0.10 | NA | | | | From | Cul-de-Sac/ | | | | NA | | NA | NA | |
| | | | | | | To | 09-01547(B)/ | | | | | | | | |
| (1550) | 0.10 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-1551 | | | | | | | | |
| (1550) | 0.41 | 230 | R | | | From | BENT TREE | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | 09-823 | | | | | | | | |
| (1551) | 0.13 | 180 | R | | | From | 09-1550 | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | BEGIN LOOP | | | | | | | | |
| (1551) | 0.59 | 40 | R | | | From | END LOOP | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | |
| (1552) | 0.65 | NA | | | | From | 09-00660(B)/ | | | | NA | | NA | NA | |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | |
| (1554) | 0.17 | NA | | | | From | 09-01555(L)/ | | | | NA | | NA | NA | |
| | | | | | | To | 09-823 | | | | | | | | |
| (1555) | 0.19 | 50 | R | | | From | Dead End | | | | NA | | NA | NA | 06/25/2001 |
| | | | | | | To | Dead End/ | | | | | | | | |
| (1556) | 0.15 | NA | | | | From | 09-01555(B)/ | | | | NA | | NA | NA | |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | |
| (1557) | 0.15 | NA | | | | From | 09-01554(B)/ | | | | NA | | NA | NA | |
| | | | | | | To | Cul-de-Sac/ | | | | | | | | |
| (1558) | 0.18 | 80 | R | | | From | 09-1567 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1559) | 0.08 | 30 | R | | | From | 09-1567 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1560) | 0.52 | NA | | | | From | 09-01561(L)/ | | | | NA | | NA | NA | |
| | | | | | | To | 09-00622(B)/ | | | | | | | | |
| (1561) | 0.18 | NA | | | | From | Cul-de-Sac/ | | | | NA | | NA | NA | |
| | | | | | | To | 09-01560(L)/ | | | | | | | | |
| (1562) | 0.16 | 45 | R | | | From | 09-622 | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1563) | 0.23 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To | 09-1570 | | | | | | | | |
| (1564) | 0.19 | 49 | R | | | From | 09-1573 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Dead End | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1565) | 0.11 | 90 | R | | | From: | 09-1573 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1566) | 0.07 | 30 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1573 | | | | | | | | |
| (1567) | 0.14 | 510 | R | | | From: | 09-1573 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1572 | | | | | | | | |
| (1567) | 0.11 | 490 | R | | | From: | 09-1559 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1558 | | | | | | | | |
| (1567) | 0.09 | 510 | R | | | From: | 09-1558 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1598 | | | | | | | | |
| (1568) | 0.09 | 520 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1573 | | | | | | | | |
| (1569) | 0.08 | 47 | R | | | From: | 09-1573 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1570) | 0.31 | 510 | R | | | From: | 09-622 | | | | NA | | NA | NA | 06/11/2001 |
| | | | | | | To: | 09-1573 | | | | | | | | |
| (1571) | 0.09 | 30 | R | | | From: | 09-1573 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1572) | 0.33 | 240 | R | | | From: | 09-1573 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1567 | | | | | | | | |
| (1572) | 0.07 | 50 | R | | | From: | 09-1567 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1573) | 0.07 | 1800 | R | | | From: | Campbell County Line | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1565 | | | | | | | | |
| (1573) | 0.03 | 1300 | R | | | From: | 09-1565 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1566 | | | | | | | | |
| (1573) | 0.08 | 1100 | R | | | From: | 09-1566 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1567 | | | | | | | | |
| (1573) | 0.03 | 1200 | R | | | From: | 09-1567 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1568 | | | | | | | | |
| (1573) | 0.06 | 1300 | R | | | From: | 09-1568 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1569 | | | | | | | | |
| (1573) | 0.03 | 1400 | R | | | From: | 09-1569 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1570 | | | | | | | | |
| (1573) | 0.13 | 1500 | R | | | From: | 09-1570 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1571 | | | | | | | | |
| (1573) | 0.10 | 1500 | R | | | From: | 09-1571 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1572 | | | | | | | | |
| (1573) | 0.11 | 1600 | R | | | From: | 09-1572 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1564 | | | | | | | | |
| (1573) | 0.14 | 1700 | R | | | From: | 09-1564 | | | | NA | | NA | NA | 1986 |
| | | | | | | To: | 09-1574 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|---------------|--------|--------|----|----------|------------|-------|------------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1573) | 0.13 | 1200 | R | | | From | 09-1574 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Dead End | | | | | | | | |
| (1574) | 0.21 | 320 | R | | | From | 09-1573 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1575 | | | | | | | | |
| (1574) | 0.26 | 700 | R | | | From | 09-661 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Dead End | | | | | | | | |
| (1575) | 0.03 | 6 | R | | | From | 09-1574 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-661 WEST | | | | | | | | |
| (1576) | 0.12 | 470 | R | | | From | 09-1578 SOUTH | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1590 | | | | | | | | |
| (1576) | 0.12 | 260 | R | | | From | 09-1579 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1578 NORTH | | | | | | | | |
| (1576) | 0.12 | 230 | R | | | From | 09-1577 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-661 EAST | | | | | | | | |
| (1576) | 0.27 | 610 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1576 | | | | | | | | |
| (1577) | 0.13 | 140 | R | | | From | 09-1576 WEST | | | | NA | | NA | NA | 1994 |
| | | | | | | To | 09-1576 EAST | | | | | | | | |
| (1578) | 0.28 | 100 | R | | | From | 09-1576 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1579) | 0.15 | 130 | R | | | From | 09-1576 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1580) | 0.74 | 130 | R | | | From | Cul-de-Sac | | | | NA | | NA | 07/11/2001 | |
| | | | | | | To | 09-852 | | | | | | | | |
| (1581) | 0.22 | 50 | R | | | From | Cul-de-Sac | | | | NA | | NA | 07/11/2001 | |
| | | | | | | To | 09-1580 | | | | | | | | |
| (1582) | 0.07 | 20 | R | | | From | 09-1580 | | | | NA | | NA | 07/11/2001 | |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1583) | 0.10 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | 07/11/2001 | |
| | | | | | | To | 09-1580 | | | | | | | | |
| (1584) | 0.13 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | 07/11/2001 | |
| | | | | | | To | 09-1580 | | | | | | | | |
| (1585) | 0.15 | 70 | R | | | From | 09-758 | | | | NA | | NA | 07/11/2001 | |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1586) | 0.18 | 60 | R | | | From | Cul-de-Sac | | | | NA | | NA | 06/11/2001 | |
| | | | | | | To | 09-1527 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|----------------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1587) | 0.07 | 10 | R | | | From | 09-1581 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1588) | 0.11 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To | 09-1589 | | | | | | | | |
| (1588) | 0.30 | 100 | R | | | From | 09-653 | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1589) | 0.23 | 30 | R | | | From | 09-1588 | | | | NA | | NA | NA | 07/11/2001 |
| | | | | | | To | 09-661 | | | | | | | | |
| (1590) | 0.12 | 250 | R | | | From | 09-1592 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1590) | 0.06 | 120 | R | | | From | 09-1591 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-1576 | | | | | | | | |
| (1590) | 0.14 | 70 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-1590 | | | | | | | | |
| (1591) | 0.04 | 20 | R | | | From | 09-1590 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1592) | 0.05 | 20 | R | | | From | 09-1590 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1595) | 0.14 | 20 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1596 | | | | | | | | |
| (1595) | 0.38 | 120 | R | | | From | Campbell County Line | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Dead End | | | | | | | | |
| (1596) | 0.01 | 3 | R | | | From | Dead End | | | | NA | | NA | NA | 1986 |
| | | | | | | To | 09-1595 | | | | | | | | |
| (1596) | 0.10 | 20 | R | | | From | 09-1527 | | | | NA | | NA | NA | 1986 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1598) | 0.15 | 800 | R | | | From | 09-1567 | | | | NA | | NA | NA | 1994 |
| | | | | | | To | Campbell County Line | | | | | | | | |
| (1600) | 0.24 | 680 | R | | | From | Dead End | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-619 | | | | | | | | |
| (1603) | 0.28 | 100 | R | | | From | 09-1606 | | | | NA | | NA | NA | 06/18/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1604) | 1.01 | 100 | R | | | From | 09-1606 | | | | NA | | NA | NA | 06/18/2001 |
| | | | | | | To | 09-1603 | | | | | | | | |
| (1605) | 0.07 | 30 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/18/2001 |
| | | | | | | To | 09-1604 | | | | | | | | |
| (1606) | 0.50 | 530 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-811 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1607) | 0.08 | 40 | R | | | From: | 09-1606 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1608) | 0.15 | 70 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-811 | | | | | | | | |
| (1609) | 0.18 | 100 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-811 | | | | | | | | |
| (1610) | 0.25 | 500 | R | | | From: | 09-811 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1612 | | | | | | | | |
| (1610) | 0.22 | 300 | R | | | From: | 09-1612 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1613 | | | | | | | | |
| (1612) | 0.08 | 50 | R | | | From: | 09-1610 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1613) | 0.04 | 30 | R | | | From: | Dead End | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1610 | | | | | | | | |
| (1613) | 0.10 | 140 | R | | | From: | 09-1610 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1614 | | | | | | | | |
| (1613) | 0.05 | 50 | R | | | From: | 09-1614 | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | Dead End | | | | | | | | |
| (1614) | 0.08 | 20 | R | | | From: | Dead End | | | | NA | | NA | NA | 1994 |
| | | | | | | To: | 09-1613 | | | | | | | | |
| (1616) | 0.19 | 70 | R | | | From: | 09-811 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1617) | 0.10 | 20 | R | | | From: | 09-1616 | | | | NA | | NA | NA | 06/18/2001 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1620) | 0.70 | 400 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-811 | | | | | | | | |
| (1621) | 0.25 | 210 | R | | | From: | 09-1620 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-1622 | | | | | | | | |
| (1621) | 0.21 | 80 | R | | | From: | 09-1622 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1622) | 0.17 | 70 | R | | | From: | 09-1621 | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | Cul-de-Sac | | | | | | | | |
| (1628) | 0.47 | 120 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-635 | | | | | | | | |
| (1629) | 0.18 | 80 | R | | | From: | Cul-de-Sac | | | | NA | | NA | NA | 1998 |
| | | | | | | To: | 09-635 | | | | | | | | |
| (1630) | 0.06 | 890 | R | | | From: | 09-635 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | 09-1637 | | | | | | | | |
| (1630) | 0.23 | 500 | R | | | From: | 09-1637 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To: | 09-1632 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|-------|------------|--------|--------|----|----------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | |
| Bedford County | | | | | | | | | | | | | | | |
| (1630) | 0.09 | 370 | R | | | From | 09-1632 | | | | NA | | NA | NA | 07/25/2001 |
| (1630) | 0.38 | 110 | R | | | To | 09-1633 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1632) | 0.29 | 70 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1630 | | | | | | | | |
| (1633) | 0.16 | 50 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1635 | | | | | | | | |
| (1633) | 0.38 | 240 | R | | | From | 09-1635 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1634 | | | | | | | | |
| (1633) | 0.06 | 260 | R | | | From | 09-1634 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1630 | | | | | | | | |
| (1634) | 0.12 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1633 | | | | | | | | |
| (1635) | 0.20 | 70 | R | | | From | 09-1633 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1636) | 0.11 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1635 | | | | | | | | |
| (1637) | 0.23 | 90 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1640 | | | | | | | | |
| (1637) | 0.06 | 180 | R | | | From | 09-1640 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1639 | | | | | | | | |
| (1637) | 0.06 | 330 | R | | | From | 09-1639 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1638 | | | | | | | | |
| (1637) | 0.09 | 390 | R | | | From | 09-1638 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1630 | | | | | | | | |
| (1638) | 0.09 | 48 | R | | | From | 09-1637 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1639) | 0.32 | 130 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1637 | | | | | | | | |
| (1640) | 0.08 | 40 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | 09-1637 | | | | | | | | |
| (1640) | 0.06 | 40 | R | | | From | 09-1637 | | | | NA | | NA | NA | 07/25/2001 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1645) | 0.14 | 200 | R | | | From | 09-811 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | 09-1646 | | | | | | | | |
| (1645) | 0.38 | 140 | R | | | From | 09-1646 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Dead End | | | | | | | | |
| (1646) | 0.07 | 30 | R | | | From | 09-1645 | | | | NA | | NA | NA | 1998 |
| | | | | | | To | Cul-de-Sac | | | | | | | | |
| (1647) | 0.13 | 50 | R | | | From | Cul-de-Sac | | | | NA | | NA | NA | 06/18/2001 |
| | | | | | | To | 09-1645 | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|--------|------|----|-------|-----|---|--------|----------|--------|------------|-------|----|------------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | |
| Bedford County | | | | | | | | | | | | | |
| (1710) | 0.10 | 90 | R | | | From 09-811 | | | | NA | | NA | 06/18/2001 |
| (1710) | 0.34 | NA | | | | To 09-1711 | | | | NA | | NA | |
| (1711) | 0.45 | 80 | R | | | From 09-1710 | | | | NA | | NA | 06/18/2001 |
| (1712) | 0.51 | NA | | | | To Cul-de-Sac | | | | NA | | NA | |
| (9034) | 0.17 | 630 | R | | | From Montvale Bus Loop | | | | NA | | NA | 05/21/2001 |
| (9034) | 0.11 | 630 | R | | | To US 460 Gap Terminus | | | | NA | | NA | 05/21/2001 |
| (9038) | 0.34 | 300 | R | | | From Shadow of 723477 Gap Terminus MONTVALE | | | | NA | | NA | 1998 |
| (9038) | | | | | | To Shadow of 723475 Montvale Bus Loop | | | | NA | | NA | 05/21/2001 |
| (9039) | 0.34 | 50 | R | | | From Dead End | | | | NA | | NA | 1998 |
| (9040) | 0.11 | 240 | R | | | To US 221 | | | | NA | | NA | 1992 |
| (9041) | 0.10 | 210 | R | | | From SR 122 | | | | NA | | NA | 1992 |
| (9042) | 0.10 | 210 | R | | | To Cul-de-Sac | | | | NA | | NA | 1992 |
| (9043) | 0.20 | 30 | R | | | From 09-791 | | | | NA | | NA | 1998 |
| (9044) | 0.06 | 310 | R | | | To STEWARTVILLE ELEM SCH | | | | NA | | NA | 1992 |
| (9045) | 0.10 | 320 | R | | | From US 501 | | | | NA | | NA | 1992 |
| (9046) | 0.10 | 180 | R | | | To BOONSBORO SCHOOL | | | | NA | | NA | 1992 |
| (9047) | 0.10 | 380 | R | | | From 09-831 | | | | NA | | NA | 1992 |
| (9752) | 0.13 | 290 | R | | | To THAXTON SCH | | | | NA | | NA | 1992 |
| (9753) | 0.20 | 350 | R | | | From US 501 | | | | NA | | NA | 1992 |
| (9854) | 0.51 | 650 | R | | | To BIG ISLAND SCH | | | | NA | | NA | 1992 |
| (9854) | | | | | | From US 460 | | | | NA | | NA | 1992 |
| (9854) | | | | | | To MONTVALE SCH | | | | NA | | NA | 1992 |
| (9854) | | | | | | From US 221 | | | | NA | | NA | 1992 |
| (9854) | | | | | | To OTTER RIVER SCH | | | | NA | | NA | 1992 |
| (9854) | | | | | | From SR 24 | | | | NA | | NA | 1992 |
| (9854) | | | | | | To BODY CAMP SCH | | | | NA | | NA | 1992 |
| (9854) | | | | | | From SR 24 | | | | NA | | NA | 1992 |
| (9854) | | | | | | To STAUNTON RIVER HS | | | | NA | | NA | 1992 |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year | | |
|--------------------------|----------------|------|------|-------|-----|-------|----------------------|--------|--------|----|----------|----|------------|-------|-------|------------|---|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | | |
| Bedford County | | | | | | | | | | | | | | | | | | |
| (985) | 0.29 | 800 | R | | | From | SR 122 | | | | NA | | | NA | | 1992 | | |
| | | | | | | To | LIBERTY HIGH SCH | | | | | | | | | | | |
| (9967) | 0.20 | 640 | R | | | From | 09-663 | | | | NA | | | NA | | 1992 | | |
| | | | | | | To | JEFFERSON FOREST SCH | | | | | | | | | | | |
| (651) ^{an} | 0.09 | 1900 | R | | | From | Bedford County Line | | | | NA | | | NA | | 10/12/2000 | | |
| | | | | | | To | SR 24; 80-1033 | | | | | | | | | | | |
| (1033) ^{an} | 0.22 | 150 | R | | | From | 80-1031 NORTH | | | | NA | | | NA | | 10/20/2003 | | |
| | | | | | | To | 80-1031 SOUTH | | | | | | | | | | | |
| (1033) ^{an} | 0.09 | 600 | R | | | From | Bedford County Line | | | | NA | | | NA | | 10/20/2003 | | |
| | | | | | | To | SR 24; 80-651 | | | | | | | | | | | |
| City of Bedford | | | | | | | | | | | | | | | | | | |
| (1) ₁₄₁ | 4th Street | 0.20 | NA | | | From | Bedford Ave | | | | NA | | | NA | | | | |
| | | | | | | To | College Ave | | | | | | | | | | | |
| (1) ₁₄₁ | College Street | 0.14 | NA | | | From | Bedford Ave | | | | NA | | | NA | | | | |
| | | | | | | To | SR 43 | | | | | | | | | | | |
| (2) ₁₄₁ | Dawn Dr | 0.63 | 1100 | G | | 93% | 0% | 3% | 1% | 3% | 0% | C | 0.141 | F | 0.536 | 1200 | G | 2003 |
| | | | | | | To | Independence Blvd | | | | | | | | | | | |
| (3) ₁₄₁ | Orange St | 0.39 | 870 | G | | From | Park St | | | | | | | | | | | |
| | | | | | | To | Grove St | | | | | | | | | | | |
| (3) ₁₄₁ | Orange St | 1.47 | 1000 | G | | 89% | 1% | 8% | 0% | 1% | 0% | C | 0.116 | F | 0.517 | 930 | G | 2003 |
| | | | | | | To | Gold Rd | | | | | F | 0.124 | F | 0.62 | 1100 | G | 2003 |
| | | | | | | From | ECL Bedford | | | | | | | | | | | |
| (4) ₁₄₁ | Otey St | 0.27 | 520 | G | | 93% | 3% | 2% | 1% | 1% | 0% | F | 0.12 | F | 0.526 | 550 | G | 2003 |
| | | | | | | To | Talbot St | | | | | | | | | | | |
| (5) ₁₄₁ | Bridge St | 0.07 | 1900 | G | | 93% | 3% | 2% | 1% | 1% | 0% | C | 0.100 | F | 0.526 | 2000 | G | 2003 |
| | | | | | | To | W Main St | | | | | | | | | | | |
| (6) ₁₄₁ | Whitfield Rd | 0.61 | 2100 | G | | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.097 | F | 0.595 | 2300 | G | 2003 |
| | | | | | | To | Oakwood St | | | | | | | | | | | |
| (3050) ₁₄₁ | Washington St | 0.21 | 1900 | G | | 98% | 1% | 1% | 0% | 1% | 0% | C | 0.111 | F | 0.713 | 2000 | G | 2003 |
| | | | | | | To | Crenshaw St | | | | | | | | | | | |
| (3050) ₁₄₁ | Washington St | 0.25 | 2400 | G | | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.103 | F | 0.604 | 2500 | G | 2003 |
| | | | | | | To | South St | | | | | | | | | | | |
| (3050) ₁₄₁ | Washington St | 0.07 | 1400 | G | | 98% | 1% | 1% | 0% | 1% | 0% | F | 0.117 | F | 0.645 | 1500 | G | 2003 |
| | | | | | | To | Otey St | | | | | | | | | | | |
| (3051) ₁₄₁ | Link Rd | 0.58 | 2800 | G | | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.089 | F | 0.562 | 3000 | G | 2003 |
| | | | | | | To | SCL Bedford | | | | | | | | | | | |
| (3052) ₁₄₁ | 4th Street | 0.15 | 7200 | G | | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.101 | F | 0.58 | 7600 | G | 2003 |
| | | | | | | To | Bedford Ave | | | | | | | | | | | |
| (3052) ₁₄₁ | Bedford Ave | 0.10 | 5500 | G | | 97% | 1% | 1% | 1% | 0% | 0% | C | 0.098 | F | 0.559 | 5800 | G | 2003 |
| | | | | | | To | 4Th St | | | | | | | | | | | |
| (3052) ₁₄₁ | Bedford Ave | 0.20 | 4700 | G | | 97% | 1% | 1% | 1% | 0% | 0% | F | 0.105 | F | 0.645 | 5000 | G | 2003 |
| | | | | | | To | 2Nd St | | | | | | | | | | | |
| | | | | | | To | N Bridge St | | | | | | | | | | | |

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| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | | QC | K Factor | Dir Factor | AAWDT | QW | Year | |
|---------------------------|--------|-------------|-----------|-------|--------------|--------------------------------------|--------------|--------|--------|----|--------------|----------|------------|-------|------|------|------|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | | |
| City of Bedford | | | | | | | | | | | | | | | | | |
| (3052) 141 Jackson St | 0.24 | 1000 | G | 92% | 0% | 4% | 2% | 1% | 0% | | C | 0.150 | F | 0.669 | 1100 | G | 2003 |
| | | | | From | N Bridge St | | | | | To | Grove St | | | | | | |
| (3052) 141 Grove St | 0.28 | 1800 | G | 93% | 1% | 2% | 2% | 2% | 0% | | C | 0.121 | F | 0.596 | 1900 | G | 2003 |
| | | | | From | Jackson St | | | | | To | Orange St | | | | | | |
| (3052) 141 Orange St | 0.08 | 1600 | G | 93% | 1% | 2% | 2% | 2% | 0% | | F | 0.108 | F | 0.574 | 1700 | G | 2003 |
| | | | | From | Grove St | | | | | To | E Main St | | | | | | |
| (3054) 141 McGhee St | 0.54 | 470 | G | 95% | 2% | 2% | 0% | 0% | 0% | | C | 0.11 | F | 0.565 | 500 | G | 2003 |
| | | | | From | Orange St | | | | | To | Forest Rd | | | | | | |
| (3059) 141 Park Street | 0.30 | NA | | | | From 141-2 Gap Terminus Greenwood St | | | | | | NA | | | | | NA |
| | | | | | | To | US 221 | | | | | | | | | | |
| (3061) 141 Oakwood St | 0.59 | 4100 | G | 96% | 0% | 2% | 1% | 1% | 0% | | C | 0.089 | F | 0.507 | 4400 | G | 2003 |
| | | | | From | Longwood Ave | | | | | To | Whitfield Rd | | | | | | |
| Baltimore Ave | 310 | G | | | | From | Oak St | | | | | 0.124 | F | 0.535 | 330 | G | 2003 |
| | | | | | | To | Park St | | | | | | | | | | |
| Pinecrest Ave | 500 | G | | | | From | Mayberry Dr | | | | | 0.094 | F | 0.543 | 530 | G | 2003 |
| | | | | | | To | Morgan St | | | | | | | | | | |
| Shady Knoll Ave | 370 | G | | | | From | Longwood Ave | | | | | 0.111 | F | 0.560 | 390 | G | 2003 |
| | | | | | | To | Dawn Dr | | | | | | | | | | |